ANNUAL REPORT

OF THE

Department of Public Works

OF THE

PROVINCE OF ALBERTA

1947-1948

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

EDMONTON:
PRINTED BY A. SHNITKA, KING'S PRINTER
1948

Edmonton, July 10, 1948.

To His Honour,

J. C. Bowen,
Lieutenant Governor of the Province of Alberta.

Sir,

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1948.

Respectfully submitted,

D. B. MacMillan,
Minister of Public Works.

CONTENTS

	Page
Report of Deputy Minister of Public Works	7
Main Highways Maintenance, District Highways and Local Roads and Ferries	9
Bridges Construction and Maintenance	14
Main Highways Construction	15
Surveys Branch	21
Town and Rural Planning Advisory Board	23
Buildings, Maintenance and Construction	25
Mechanical Branch Administration of The Factories Act, The Boilers Act and Provincial Power Plants	28
Highway Traffic Board	40
Provincial Gaol, Fort Saskatchewan	42
Provincial Gaol, Lethbridge	45

GOVERNMENT OF THE PROVINCE OF ALBERTA

DEPARTMENT OF PUBLIC WORKS

REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

For the Fiscal Year Ended March 31st, 1948

HON. D. B. MACMILLAN,
Minister of Public Works.

SIR:

I have the honour to submit herewith the report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1948.

HIGHWAYS, BRIDGES AND FERRIES

The mileage of main highway maintained during the year was 4,135.79 being 220.21 miles increase over the previous year. The sum of $1,148,893.38 was expended for reconstruction and maintenance of Main Highways. The sum of $1,767,914.11 was expended for construction and maintenance of District Highways and Local Roads.

There were 56 Ferries operated by the Province during the Season with a total expenditure on Ferry operation and maintenance of $152,196.31.

An extensive programme was carried out by the Main Highways Construction Branch which included the grading of 146.96 miles of highway, 117.32 miles were re-conditioned and 930.79 miles were gravel surfaced. A total of 187.50 miles of base course was placed during the season together with 243.12 miles of two-inch Hot Plant Mix surface course and 103.36 of Asphaltic Seal Coat. Included in the foregoing figures are 94.82 miles of grading and 87.30 miles of gravel surfacing completed on the Grimshaw Highway under Dominion-Provincial Agreement.

The work of the Bridge Branch included erection of Steel and Timber bridges and culverts on Main Highways. All steel bridges were fabricated within the Province. Two steel spans were constructed on the Grimshaw-Slave Lake Highway, under Agreement with the Dominion Government. Concrete substructure was constructed over the Hay River and one 250 ft. and one 100 ft. steel spans erected, plus the trestle approaches. Over the Steen River substructure was built and a 130 ft. steel span erected, plus trestle approaches. Numerous timber bridges were also constructed on the same highway. Ten Steel Bridges and 104 Timber Bridges were constructed, and 64 steel and 97 timber bridges were repaired, making a total of 275 bridges dealt with during the year.

The total sum expended under Post-War Reconstruction was $1,357,716.04. Of this amount the sum of $1,223,777.40 was on the Grimshaw Highway under Dominion-Provincial Agreement. New Nurses' Home at the University of Alberta Hospital, $100,715.76, on Stream Control, $7,721.25, on Aircraft, $6,501.63 and $19,000.00 Miscellaneous.

Surveys

The report of the Director of Surveys shows an increase in the number of surveys carried forward to the ensuing year and an increase in plans submitted by Municipal Districts.

Town and Rural Planning Advisory Board

The Town Planning Act, R.S.A., 1942, is administered by the above Board and the activities are covered by the report of the Director of Town Planning.

Buildings

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

Details of maintenance, alterations, additions and construction of buildings are contained in the report of the Superintendent of Buildings.

Mechanical Branch

The Boilers, Factories and Electrical Protection Acts, as well as operation of the provincially owned power plants, are under the jurisdiction of the above branch and these activities are covered by the report of the Mechanical Superintendent.

Highway Traffic Board

The Public Service Vehicles Act, R.S.A., 1942, is administered by the above Board. An increase in mileage covered by public service vehicles over the mileage of the previous fiscal year is reported.

Provincial Gaols

Reports of these institutions show an average daily population for the year of approximately 434 prisoners, compared with 420 the previous year. The average net cost per prisoner for the period is slightly higher than last year.

Respectfully submitted,

G. H. N. Monkman.
Deputy Minister.

MAIN HIGHWAYS MAINTENANCE DISTRICT HIGHWAYS AND LOCAL ROADS FERRIES. OPERATION, MAINTENANCE AND REPLACEMENTS

(J. McQUEEN, *Superintendent of Maintenance*)

The maintenance of Main Highways, District Highways, Local Roads and Ferries was under the supervision of ten District Engineers.

Detailed information covering expenditure for the fiscal year 1947-48 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance of main highways. The total mileage of this class of highway is 4,435.79 miles. Expenditure as shown by the statement amounted to $1,148,393.38.

2. A statement showing the distribution from both capital and income accounts of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of $1,767,911.14 was made in this way.

3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 56 ferries operated by the Province during the season with a total expenditure on ferry operation and maintenance of $152,196.31.

4. Snow conditions during the past winter have been most severe, especially in the southern part of the Province. Snow ploughing has been carried on during the whole winter on practically all main and secondary highways.

MAIN HIGHWAYS MAINTENANCE
EXPENDITURE FOR MAINTENANCE OF MAIN HIGHWAYS
FOR YEAR ENDED MARCH 31, 1948.

Location	Miles	Amount
Walsh to Bassano	134 65	$ 47,086 71
Medicine Hat to Grassy Lake	48 91	8,120.30
Carway to Nanton	102.29	30,985 25
Grassy Lake to Crowsnest	149 71	47,788 13
Lethbridge to Coutts	62.93	7,292 22
Lethbridge to Waterton	76.67	21,630.13
Pincher to Waterton	31 59	15 506.76
Monarch to Calmangay	26 68	7,935 03
Lethbridge to Turin	36 94	13,774.08
Cardston to Immigrant Gap	16 51	985 21
Bassano to Banff	150.93	65,569.07
Nanton to Didsbury	90.97	23,993.90
Okotoks to Little New York	23.95	11,835 44
Calgary to Bowness Park	4.70	1,567 44
Inverlake to S E 16-28-21-4	57 54	21,151.61
S E. 16-28-21-4 to Alsask	146 93	35,635.68
Drumheller to Wayne	7 70	1,649 83
Berseker to Twining	26.20	5,119 59
Midnapore to Black Diamond	30.93	9,059.16
Calmangay to High River	62.13	20,543 95
Vulcan Corner to Cheadle	43.60	11,375 99
Carbon—West and South	16 80	2,883 05
Wetaskiwin to Edmonton	37.20	12,254 75
Hayter to Wetaskiwin	165.12	33,848 29
Butze to Edmonton	175 05	33,638 29
Fort Saskatchewan Bridge to Chipman Corner	37.50	14,895 51
Lloydminster to Edmonton	152.18	43,484 45
Lloydminster South	31.85	2,644 70
Battle River to Viking	52,00	3,944 53
Leduc to Breton	48 86	9,134 60
Cooking Lake Highway to Airport	1.30	27 05
Wainwright to Vermilion	37.43	999 31

Location	Miles	Amount
Andrew to Musidora	46 74	1,473.22
Didsbury to Wetaskiwin	99.91	48,208 99
Red Deer to Nordegg	106 83	14 565.05
Compeer to Nevis	147 57	26,092.99
Nevis to Rimbey	63 81	17,758 84
Wetaskiwin to Norbuck	51 20	6,217.39
Bentley to Sylvan Lake	10 84	2,670 38
Twining to Nevis	61 05	13,939 22
Olds to Sundre	23.42	5,109 14
Hanna to Battle River	61 00	5,876 62
Penhold to Lousana	28 04	2,303.49
Waskatenau to St Paul-Cold Lake	152 87	40,348 87
Lac La Biche to N E 24-67-18-4	26 72	4,120.83
Edmonton to Jasper Park Boundary	199 07	57,937 30
Jasper Highway to Edmonton Beach	2 32	242 09
Jasper Highway to Wabamun	2 45	369 23
Jasper Highway to Seba Beach	2 13	223 60
Fulston to Macleod River	9 31	828 02
Alberta Beach Road	6.62	567.95
To Country Club	2.30	632 73
Carvel Corner to Whitecourt	96 00	12,792 99
Bickerdike to Mountain Park	65 86	13,716 45
Leyland to Luscar	4 19	1,397 13
Coal Spur to Foothills	12 31	3,277 11
Edmonton to Faust	216 13	65 000 15
Edmonton to Fort Saskatchewan Bridge	11 65	8,192 72
Clyde to Barrhead Corner	30 59	8,952 27
Edmonton to 3 Miles North and East of Radway	55 65	25,709 60
Namao to Gibbons	17 97	3 101 70
Westlock to Flatbush	55.50	3 605 40
N E 24-67-18-4 to Boyle	23 31	1,812 85
Dunvegan to Pouce Coupe	117 41	27,248 86
Triangle to Grande Prairie	106 14	16,100 82
Faust to Dunvegan	188 13	42,395 57
Grimshaw to Hay River	243 00	23,867 55
General		62,563 97
	4 135 79	$1,135 871 70
ADD		
Reconstruction Expenditure by Construction Branch from Maintainence Funds (Appropriation 706BH) (Mileage included above)		13,021 68
Merkle River to 28th Base Line		
TOTAL		$1,148,893 38

EXPENDITURE OF CONSTRUCTION AND MAINTENANCE OF DISTRICT HIGHWAYS AND LOCAL ROADS INCLUDING SPECIAL GRANTS TO MUNICIPAL DISTRICTS

For the Year ended March 31, 1948

I.D. or M.D.	Income	Capital	Total
I.D. 1	$ 1,191 35	$ 4,100 88	$ 5,292.23
I.D. 3	2,614 49	13,461 56	16,076 05
I.D. 10	612 75		612 75
I.D. 11	2,155 50	6,691 13	8,846.63
I.D. 15	4,795 91	13,138.91	17,934.82
I.D. 21	1,212 07	3,316 11	4,528.18
I.D. 22	635 55	648 60	1,274 15
I.D. 23	1 032 37	22,676 42	23,708 79
I.D. 27	625 89	6,756 23	7,382.12
I.D. 28	1,545 01	9,965 51	11,510 52
I.D. 39	1,540 31		1,540 31
I.D. 41	851 04		851 04
I.D. 42	1,691 45	1,285 16	2,976 61
I.D. 46	5,614 84	21,870.66	25 485 50
I.D. 50	5,664 42	10,471 53	16,135.95
M.D. 55	2,951.38		2,951 38
M.D. 57	1,723 12		1,723 12
I.D. 65	13,698 50	33,547 30	47,245 80
I.D. 69	11 25		11 25
I.D. 76	14,808 69	24,705 24	39,513 93
I.D. 77	1,880 40	14,952 55	16,832 95
I.D. 78	4 027 83	3,581 06	7,608 89
I.D. 79	1,897 94		1,897.94
I.D. 85	3,063 40		3,063 40
I.D. 95	15,427.56	17,243 89	32 671 15
I.D. 96	2,442 59		2,442 59
I.D. 101	10,414.13	18,143 68	28,557 81
I.D. 102	10 004 04	19 548 81	29,552 85
I.D. 107	5,906 71	29,590 30	35,497 01
I.D. 108	4,089 95	6,745 09	10,835 04
I.D. 109	8 057 58	10,437 89	18,495 47
I.D. 111	1 000 69	2,580 34	3,581 03
I.D. 122	651 63	2,241 51	2 896.14
I.D. 124	2,525 30		2,525 30

I.D. or M D.	Income	Capital	Total
I D. 125	2,335 62	16,208.09	18,543.71
I.D. 126	3,658 73	7,351.26	11,009.99
I D. 128	2,060.68		2,060.68
I.D 129	34.15	252.30	286.45
I D 130	3,846 82	11,691 84	15,538 66
I D 131	4,524.39	4,833 01	9,357.40
I D 132	8,042 42	6,104 69	14,147 11
M D 133	1,707 74		1,707.74
I.D. 134	12,031 97	4,310 27	16,342.24
I D 138	4,659 76	705 20	5,364.96
I.D 139	10,687 20	16,538 84	27,226 04
I D. 143	1,763.59	996 00	2,759.59
I D 146	178 15	1,468 50	1,646 65
I.D 147	716 95	13,725.90	14,442 85
General	32,513.16	3,130 72	35,643.88
Appropriations to Indian Reserves:			
D2	1,310.35		1,310.35
D4	2,858.41		2,858 41
D6	843 44		843 44
D7	10,114.17		10,114 17
D8	137.25		137 25
D11	1,919 42		1,919.42
Special Areas:			
Various		44,596 09	44,596 09
Bow West	1,511 16		1,511 16
Special Appropriations:			
Vote 771 B H			
2G1 Kinuso to Arcadia		108.00	108.00
2G2 Arcadia to Triangle		108 01	108 01
2H2 6th Meridian to Dunvegan		1,212.56	1,212 56
11-10-4 Enilda to Salt Prairie		5,476.91	5,476.91
	$241,814 17	$436,518.55	$ 678,332 72

M D 2	5,000 00	8,000.00	13,000 00
M D 4	2,600 00	6,000 00	8,600 00
M D 5	11,400 00	7,500 00	18,900 00
M D 6	2,243.00	6,675.00	8,918.00
M D 9	1,800 00	9,140 00	10 940 00
M D 12	2,507.50	5,000 00	7,507 50
M.D 13	1,500.00	1,271 46	2,771 46
M D 14	8,193 33	8,000.00	16,193 33
I.D 15	16,994.46		16,994.46
M D. 16	1,500 00	9,000 00	10,500.00
M D. 25	500 00	7,000.00	7,500 00
M D. 26		14,000 00	14,000.00
I D 28	5,164 41		5,164 41
M D 29	3,950 00	17,500.00	21,450 00
M.D 30		6,000.00	6,000 00
M D. 31	4,462.72	12,000 00	16 462 72
M.D 32	1,100.00	8,000 00	9,100 00
M D 34	1,000 00	1,349 75	2,349 75
M D. 40	3,291 32	10,000 00	13,291.32
M D. 43	163 80	15,700 00	15,863.80
M.D. 44		12,417.56	12,417 56
M D. 45	4,000 00	3,000 00	7,000 00
M D 47	2,000 00	20,000.00	22,000 00
M D 48	6,605.51	20,000 00	26,605 51
M D 49	12,280 00	20,000 00	32,280.00
I D 50	2,850.00		2,850 00
M.D. 52	3,383.33	10,000 00	13,383 33
M D 53	11,926.81	9,000 00	20,926.81
M D. 54		25,000.00	25,000.00
M D. 55	10,951.29	15,000 00	25,951 29
M.D. 56	6,000 00	5,480.00	11,480.00
M D. 57		8,000 00	8,000.00
M D 61	1,775 00	13,300 00	15,075 00
M D 62	16,114.00	24,000 00	40,114.00
M D 63	3,277 00	23,450 00	26,727.00
M D 64	8,320 09	19,700 00	28,020.09
M D. 66	8,286 75	16,657.50	24,944 25
M D 67		1,286 67	1,286 67
M D 71	8,053 00	30,000 00	38,053 00
M D. 72	2,010 15	20,151 51	22,161 66
M D 73	1,569 62	8,860.90	10,430 52
M.D. 74	3,506.00	14,000 00	17,506.00
M D. 75	7,666 67	22,984 39	30,651 06
M.D 81	5,139 07	29,215.00	34,354.07
M D. 82	4,498 43	17,875 00	22,373 43
M D 83	2,600.00	17,000 00	19,600 00
M D. 84	6,178.71	13,500.00	19,678 71
I D. 85	2,000 00		2,000 00
M.D. 86	7,000 00	21,500.00	28,500 00
M.D. 87	4,000.00	6,000.00	10,000.00
M.D. 88	533 05	2,900.00	3,433.05

I D or M.D.	Income	Capital	Total
M.D. 89	2,150 00	20,000.00	22,150 00
M D 90	2,910 00	10,000 00	12,910 00
M D 91		22,719.95	22,719 95
M D. 92	12,649 29	23,968 76	36,618 05
M D 93	14,297 81	21,500.00	35,797 81
M D 94	4,000.00	4,000 00	8,000 00
I D 95	11,198.58		11,198.58
I D 101	7,994 15		7,994 15
M D. 103	18,056 45	16,000 00	34,056 45
I D 107	2,175.48		2,175.48
I D 125	5,563 59		5 563.59
M D. 127	13,304 10	30,000 00	43,304.10
M D 133		5,000 00	5,000 00
I.D 134	2,028 00		2,028.00
M D. 135	1,383 79	2,792.14	4,175 93
M D 136	1,500 00	6,000.00	7,500 00
	$325,106 26	$764,395 59	$1,089,501 85

SUMMARY

Income Account Appropriation 767 B-1	$241,814 17
Appropriation 767 B-3	325,106 26
TOTAL	$566,920 43
Capital Account—*Appropriation 771 B-1	$436,518 55
Special Grants to Municipal Districts, Appropriation 771 B-2	764,395 59
TOTAL	$1,200,914.14
GRAND TOTAL	$1,767,834 57

*NOTE - Expenditure for Heavier Construction included in this amount
Salaries are included in Appropriation 724

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENT OF FERRIES FOR THE YEAR ENDING MARCH 31, 1948

Location	River	Operation and Maintenance	Replacements and Installation	Total
Desjarlais	North Saskatchewan	$ 3,039.82	$ 49 05	$ 3,088 87
Holmes Crossing	Athabasca	2,933 48	969.45	3,902 93
Dorothy	Red Deer	1,669.48		1,669 48
Pakan	North Saskatchewan	2,649 20		2,649 20
Garrington	Red Deer	2,094 01		2,094 01
*North of Lloydminster	North Saskatchewan	724 71		724 71
Athabasca	Athabasca	4,991 26	1,096 52	6,087.78
Tolman Crossing	Red Deer	841.83	6,006 59	6,848 42
Lett's Crossing	Pembina	978.31	18 00	996 31
Shandro	North Saskatchewan	2,812 74	1.50	2 814 24
Hopkins	North Saskatchewan	1,245 94	77 43	1,323 37
Hutton	Red Deer	3,810 98	2,211.12	6,022.10
Lac Ste Anne	Narrows	1,009.35	118.82	1,128 17
Lea Park	North Saskatchewan	3 296 08	132 21	3,428 29
Eldorena	North Saskatchewan	2 051 58	12 08	2,063 66
Sangudo	Pembina	955 36		955 36
South of Holborn	North Saskatchewan	1,092 59		1,092 59
Dunvegan	Peace	3,011.41	3,402.85	6 414 26
Bow Island	South Saskatchewan	1,151 45		1,151 45
North of Myrnam	North Saskatchewan	3,240 55		3,240 55
Genesee	North Saskatchewan	1 474 74	1,420 52	2,895 26
Steveville	Red Deer	2,642 88	490 51	3,133 39
Goodwin Crossing	Smoky	5,369 49	3,094 37	8,463 86
West of Munson	Red Deer	1,155 10		1,155 10
Berrymoor	North Saskatchewan	1,084 51		1,084 51
Finnegan	Red Deer	1,288 52		1,288 52
Lindbergh	North Saskatchewan	1,628 86	119 59	1,748 15
Allendale Crossing	McLeod	1,122 16		1 122.16
Vinca Crossing	North Saskatchewan	1,497 06		1,497.06
McLeod Valley	McLeod	2,738 11	621 20	3,359 31
North of Jenner	Red Deer	2,286 15	80 94	2,367 09
Gregory Crossing	Red Deer	1,232 79	15 85	1,248 64
Elk Point	North Saskatchewan	4,478 94	95 55	4,574 49
West of Morrin	Red Deer	2,676 82	537.83	3,214 65
South of Falher	Little Smoky	1,406.10	113 01	1,519 11
Grovedale	Wapiti	2,361 75	28 00	2,389 75
Klondyke Crossing	Athabasca	1,080 47	350 00	1,430 47
Flatbush	Pembina	1,114 24		1,114 24
South of Wembley	Wapiti	2,394 85		2,394 85
East Coulee	Red Deer	2,711.00	22 97	2,733 97
West of Fawcett	Pembina	1,040 12		1,040 12
South of Crowfoot	Bow	1,404 80		1,404 80
South of Fawcett	Pembina	1,481 98	16.79	1,498 77
Waskatenau	North Saskatchewan	2,559 41	39 37	2,598 78

Location	River	Operation and Maintenance	Replacements and Installation	Total
North of Blue Ridge	Athabasca	$ 1,240 06	$ 571 86	$ 4,811.92
Mahaska	McLeod	1,245.13	367.35	1,612.48
North of Atlee	Red Deer	1,202.17	64.32	1,266.49
Watino	Smoky	3,947.37		3,947.37
Forbesville	North Saskatchewan	1,094.80		1,094.80
South of Empress	South Saskatchewan	2,104 04	7.25	2,111.29
Rosevear	McLeod	1,037.86	3.24	1,041.10
Warspite	North Saskatchewan	2,000.19		2,000.19
Fort Vermilion	Peace	2,064.60	120 31	2,184.91
Heinsburg	North Saskatchewan	4,805.31	467.12	5,272.43
Rosedale	Red Deer	5,247.01	59,92	5,306.93
Beauvallon	North Saskatchewan	1,360.51	3.40	1,363.91
Bowslope	Bow	2,058 49	896.59	2,955.08
General		4,254.31		4,254.31
		$128,492.83	$ 23,703 48	$152,196.31

*This Ferry on 4th Meridian and Operated by the Province of Saskatchewan, the Province of Alberta paying 50% of the Operating Cost

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1st. 1947 to March 31st. 1948

(L. G. GRIMBLE, *Bridge Engineer*)

During the above period eleven bridge crews were continually employed on bridge construction and maintenance.

The steel for the bridge at Red Deer over the Red Deer River was erected and a reinforced concrete deck was laid. The bridge was opened to traffic in December. Some minor work still remains to be done on this bridge.

Similarly the steel was erected and the deck built for the new highway bridge over the Blindman River near Blackfalds.

The substructure was constructed for an 800' continuous girder bridge on the main highway at Lethbridge.

Substructure for a 130' I-beam bridge was built over the Battle River on the new highway two miles south of Ponoka.

Two 200 ft. steel spans were erected at Cambria over the Red Deer River. This bridge replaces the old Rosedale Ferry.

A 30 ft. rigid frame of reinforced concrete was constructed on the main highway near Cochrane.

To eliminate a level grade crossing of the Canadian Pacific Railway, a reinforced concrete overpass was constructed near Blackfalds on the new Ponoka-Red Deer highway.

Substructure built and steel erected for a 150-ft. span over the Battle River near Battle Bend.

New timber approaches improving the alignment were constructed on the steel railway bridge over the Saskatchewan River at Ft. Saskatchewan.

A long retaining wall was built on the Pembina River near the Sunnybend bridge in an attempt to control the river and to prevent a diversion at that point.

In addition to the above, three bridge crews were employed on two steel bridges on the Grimshaw-Great Slave Lake highway. Concrete substructure was constructed over the Hay River and one 250-ft. and one 100-ft. steel spans erected, plus the trestle approaches.

Over the Steen River, substructure was built and a 130-ft. steel span erected, plus trestle approaches. Numerous timber bridges were also constructed on the same highway.

SUMMARY

Steel bridges constructed	10
Reinforced concrete bridges constructed	2
Reinforced concrete cattle passes	2
Reinforced concrete overheads	1
Timber bridges constructed	104
Timber cattlepasses constructed	6
Large steel culverts replacing bridges	35
Steel bridges repaired	24
Timber bridges repaired	91
Total bridges dealt with	275

MAIN HIGHWAYS BRANCH

(A. FRAME, *Commissioner of Highways and Bridges*)

During the season 1947 a total of 446.96 miles of highway were graded. 117.32 miles were re-conditioned and 930.79 miles were gravel surfaced.

In addition 187.50 miles of Stabilized Base Course were placed together with 243.32 miles of 2-inch Hot Plant Mix Surface Course and 108.36 miles of Asphaltic Seal Coat.

The substantial increase in work over the previous year was achieved in spite of much lost time from wet weather; several grading and asphaltic surfacing projects were not completed for this reason. There was an improvement over the previous year in the amount of Contractor's equipment available. The engineering staff was increased considerably to meet the need of supervision for the enlarged program but was still insufficient. As in the previous year considerable difficulties had to be overcome through the large number of green and inexperienced personnel employed on the equipment and on the engineering staffs.

The foregoing figures include 94.82 miles of grading and 87.30 miles of gravel surfacing completed on the Grimshaw Highway under Dominion-Provincial Agreement. Progress has now reached the stage on this project that its completion in the season of 1948 is assured.

Following is a statement of the work performed during the year ended March 31, 1948:

GRADING

MAIN HIGHWAYS

Project	Location	Miles	Type	Work Done by
1-B-1	Brooks-North of Duchess	14 30	SEG	Day Labour
1-B-2	Strathmore Cor.-Gleichen	2 50	SEG	Day Labour
1-B-3	Calgary-Strathmore	11 86	GR	Day Labour
1-C-1	Calgary-West of Cochrane	9 38	SEG	Contract
2-D-1	Red Deer-Ponoka	31 12	SEG	Contract
2-E-1 & 2	Morinville-Clyde Cor.	25 20	SEG	Contract
2-H-2	Fairview-Dunvegan Ferry	9 72	SEG	Day Labour
2-J-2	Woking-Sexsmith	12 99	SEG	Contract
2-K-2	Beaverlodge-B.C. Boundary	7 93	SEG	Day Labour
3-A-2	Taber-Burdett	28 72	SEG	Contract
3-B-2	Macleod-Pincher	22.47	SEG	Contract
9-C-1 & 2	Youngstown-Alsask	54 27	GR	Day Labour
11-A	Sylvan Lake Jct. No. 11-Hwy. No. 2	1.08	SEG	Contract
12-A	Veteran-Monitor	24 59	SEG	Day Labour
12-C-1	Alix-Stettler	13 46	SEG	Contract
13-A	Provost-Saskatchewan Bdy.	11 26	SEG	Contract
15-A-1	Victoria Trail-Fort Sask.	4 22	SEG	Day Labour
16-A-1	Blackfoot-Lloydminster	2 44	SEG	Contract
16-B-2	Edmonton-Baker School	2 50	SEG	Contract
16-C-2	Fallis Cor.-Seba Cor.	4 22	SEG	Day Labour
34-A-3	6th Mer.-West of Smoky River	20 26	SEG	Day Labour
36-A-1	Killam-Viking	23 20	SEG	Contract
36-A-3	Hanna-Garden Plain	20 00	GR	Day Labour
	TOTAL	357.69		

SEG, Standard Earth Grade, 271 56 miles; GR, Grade Reconditioning, 86.13 miles, By Contract, 183 82 miles By Day Labour, 173.87 miles.

GRADING

SECONDARY HIGHWAYS

Project	Location	Miles	Type	Work Done by
5-A-1	Airport Lethbridge-Magrath	10 50	SEG	Contract
5-A-1	Magrath-Cardston	10 00	SEG	Contract
18-A	Clyde Cor.-Barrhead	31 19	GR	Day Labour
19-A-2	Westerose-Norbuck	13 25	SEG	Day Labour
25-A	Iron Springs-Turin	7 60	SEG	Contract
35-B	South of 27th Base Line-28th Base Line	27 40	SEG	Contract
35-C	28th Base Line-South of Steen River	67 42	SEG	Contract
42-A	Penhold-Lousana	3 12	SEG	Contract
43-A-2	Rochfort Bridge-Green Court	11 19	SEG	Day Labour
44	Flatbush-Smith	9 40	SEG	Day Labour
45	Two Hills-Musidora	5 81	SEG	Contract
45	Andrew-Bruderheim	3 71	SEG	Day Labour
47	Bickerdike-Macleod River	6 00	SEG	Day Labour
	TOTAL	206 59		

SEG, Standard Earth Grade, 175 40 miles GR, Grade Reconditioning, 31 19 miles By Contract, 131 85 miles By Day Labour, 74 74 miles

GRADING SUMMARY

	Main Highway	Secondary Highway	Totals
Standard Earth Grade	271 56	175 40	446 96
Grade Reconditioning	86 13	31 19	117 32
	357 69	206 59	564 28
By Contract	183 82	131 85	315 67
By Day Labour	173 87	74 74	248 61
	357 69	206 59	564 28

GRAVELLING

FIRST COURSE GRAVEL SURFACING- MAIN HIGHWAYS

Project	Location	Miles	Work Done by
1-B-1	Brooks-North of Duchess	14 30	Day Labour
2-D-1	Red Deer-North of Lacombe	10 21	Day Labour
2-E-1 & 2	Morinville-North of Legal	15 58	Contract
2-E-2	North of Legal-Clyde Corner	9 66	Day Labour
2-H-2	Fairview-Dunvegan Ferry	9 74	Day Labour
3-A-2	Taber-Burdett	28 72	Day Labour
3-B-2	Macleod-Pincher	22 47	Contract
9-C-1 & 2	Youngstown-Oyen Corner	33 87	Contract
9-C-2	Oyen Corner-Alsask	20 70	Day Labour
11-A	Jct. No. 2 Hwy.-No. 11 Hwy.	1 15	Contract
12-C-1	Alix-Stettler	22 24	Contract
13-A	Metiskow-Saskatchewan Bdy.	20 36	Day Labour
15-A-1	Victoria Trail-East Fort Saskatchewan	4 22	Day Labour
16-A-1	Blackfoot-Lloydminster	1 85	Day Labour
34-A-1 & 2	North Valleyview-Sturgeon Lake	14 29	Day Labour
34-A-2 & 3	Harper Creek-7 Mi. East Jct. No. 2	29 11	Day Labour
36-A-3	Hanna-Garden Plain	21 00	Day Labour
	TOTAL	279 47	
	By Contract	95 31	Miles
	By Day Labour	184 16	Miles
		279 47	

SECONDARY HIGHWAYS

Project	Location	Miles	Work Done by
5-A-1	Lethbridge-Welling	10 40	Day Labour
35-B & C	Hotchkiss-North Alta. Boundary	87 30	Contract
39-A 1 & 2	Calmar-North of Breton	15 00	Contract
42-A	Penhold-East of Penhold	6 50	Contract
42-A	East of Penhold-Lousana	21 54	Day Labour
43-A-2	Rochfort Bridge-Green Court	11 19	Contract
44	Westlock-Flatbush	41 00	Contract
45	North of Hairy Hill-Musidora	22 81	Day Labour
46	Lac La Biche-Boyle	49 53	Day Labour
47	Bickerdike-Coalspur	27 71	Day Labour
	TOTAL	292 98	
	By Contract	160.99	Miles
	By Day Labour	131 99	Miles
		292 98	

MISCELLANEOUS

Project	Location	Miles	Work Done by
Barrhead Conn	Jct 18-Barrhead	1.80	Contract
Plamondon Conn.	Jct 46-Plamondon	1.84	Day Labour
	TOTAL	3.64	
	By Contract	1.80 Miles	
	By Day Labour	1.84 Miles	
		3.64	

GRAVELLING

REPLACEMENT GRAVEL SURFACING MAIN HIGHWAYS

Project	Location	Miles	Work Done by
2-A-2	Cardston-North of Cardston	10 09	Contract
2-F-3	West of Smith-Mitsue	20 20	Contract
2-G-1 & 2	Joussard-High Prairie	24 98	Day Labour
9-A-1 & 2	South of Beiseker-18 miles East of Beiseker	20.54	Contract
10-A	Drumheller-Wayne	7.70	Day Labour
11-A	Red Deer-Rocky Mountain House	50 39	Contract
14-B-1, 2, 3	Bruce-Wainwright	62.63	Contract
34-A-1	Triangle-North of Valleyview	31 00	Contract
36-A-2	South of Galahad-South of Battle River	3.85	Day Labour
37-A	Jct. Hwy No 15-Gibbons	14 50	Day Labour
	TOTAL	245 88	
	By Contract	194.85 Miles	
	By Day Labour	51.03 Miles	
		245.88	

SECONDARY HIGHWAYS

Project	Location	Miles	Work Done by
18-A	Clyde Corner-West of Clyde Corner	4.70	Contract
18-A	West of Clyde Corner-Westlock	2 43	Day Labour
18-A	Westlock-Barrhead Corner	24.17	Contract
24-A	South Carseland-Cheadle Corner	18.92	Contract
26-A	Jct No. 9 Hwy.-Carbon	7 50	Contract
28-A-1	Namao-North of Bon Accord	13.72	Day Labour
30-A	Jct No 16 Hwy-Kapasiwin	2.45	Contract
31-A	Jct No 16 Hwy-Seba	2.13	Contract
39-A-1 & 2	Calmar-North of Breton	9.97	Contract
40-A	Cardston-Immigrant Gap	13.93	Contract
41-A	Wainwright-Battle River	6.00	Contract
	TOTAL	105.92	
	By Contract	89.77 Miles	
	By Day Labour	16.15 Miles	
		105.92	

MISCELLANEOUS

Project	Location	Miles	Work Done by
Agency Road Conn	Blood Indian Reserve	2.00	Contract
Wabamun	Jct. No. 16 Hwy.-Wabamun	0.90	Contract
	TOTAL	2.90	
	By Contract	2.90	

GRAVELLING SUMMARY

	Main Highway	Secondary Highway	Miscellaneous	Totals
First Course Gravelling	279.47	292.98	3 64	576.09
Replacement Gravelling	245 88	105.92	2.90	354.70
TOTALS	525 35	398 90	6.54	930.79
By Contract	290.16	250 76	4.70	545 62
By Day Labour	235.19	148.14	1.84	385.17
TOTALS	525 35	398.90	6 54	930.79

STABILIZED BASE COURSE MAIN HIGHWAYS

Project	Location	Miles	Type	Work Done by
1-B-3	Calgary-Strathmore	26 77	Road Mix Stabilized	Contract
1-C-1	Calgary-West of Cochrane	24 72	Road Mix Stabilized	Contract
2-C-1 & 2	Olds-Netook	6 78	Road Mix Stabilized	Contract
2-E-1	Edmonton-Morinville	6 45	Road Mix Stabilized	Contract
3-A-3	Lethbridge-Taber	29 62	Road Mix Stabilized	Day Labour
3-B-1	Lethbridge-West Hill	1 36	Road Mix Stabilized	Day Labour
4-A-1 & 2	Lethbridge-Coutts	62 93	Road Mix Stabilized	Contract
5-A-1	Lethbridge-Airport	2 57	Road Mix Stabilized	Contract
16-C-1, 2	Edmonton-Seba Corner	26 30	Road Mix Stabilized	Day Labour
	TOTAL	187 50		

By Contract 130 22 Miles
By Day Labour 57 28 Miles

ASPHALTIC SURFACING—MAIN HIGHWAYS

Project	Location	Miles	Type	Work Done by
1-B-3	Calgary-Strathmore	26 77	2" Hot Plant Mix Surface Course	Contract
1-C-1	Calgary West of Cochrane	24 72	2" Hot Plant Mix Surface Course	Contract
2-C-1	Calgary-Crossfield	25 15	2" Hot Plant Mix Surface Course	Contract
2-C-1 & 2	South of Olds-Netook	13 00	2" Hot Plant Mix Surface Course	Contract
2-C-3	South of Innisfail-Red Deer	19 43	2" Hot Plant Mix Surface Course	Contract
2-D-3	South of Leduc-Edmonton	18 80	2" Hot Plant Mix Surface Course	Day Labour
2-E-1	Edmonton-Morinville	1 59	2" Hot Plant Mix Surface Course	Contract
3-A-3	Lethbridge Taber	29 62	2" Hot Plant Mix Surface Course	Day Labour
3-B-1	Lethbridge-West Hill	1 36	2" Hot Plant Mix Surface Course	Day Labour
4-A-1 & 2	Lethbridge Coutts	51 86	2" Hot Plant Mix Surface Course	Contract
16-C-1, 2	Edmonton-Seba Corner	31 02	2" Hot Plant Mix Surface Course	Day Labour
2-C-1 2 3	Calgary Red Deer	86 66	Seal Coat	Contract
2-D-3	South of Leduc-Edmonton	18 80	Seal Coat	Day Labour
3-A-3	Lethbridge Taber	2 90	Seal Coat	Day Labour
	TOTAL	351 68		

By Contract (2" Hot Plant Mix Surface Course)	162 52 miles
By Day Labour (2" Hot Plant Mix Surface Course)	80 80 miles
By Contract (Seal Coat)	86 66 miles
By Day Labour (Seal Coat)	21 70 miles
2" Hot Plant Mix Surface Course	243 32 miles
Seal Coat	108 36 miles

ASPHALTIC SURFACING SUMMARY

Asphalt used	5,410,431 gallons
Aggregate used	373,553 36 tons
Plant Mix Surfacing Material	397,030 11 tons
½" Chip Seal Coat Material	14,906.2 cu yds
Area of Seal Coat	1,491,996 9 sq yds.

TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL PROJECTS

	Day Labour	By Contract	Total Cu Yds
Pit Run Gravel to Trucks	120 976	65 868	186 844
Pit Run Gravel to Stockpile	9,716	69 324	79 040
Crushed Gravel to Trucks	177 453	943 214	1 120,667
Crushed Gravel to Railway Cars		47,504 5	47,504 5
Crushed Gravel to Stockpile	198,597 5	283,836 5	482 434
Crushed Gravel from Stockpile to Trucks	122,524 5	140 061	262,585 5
TOTAL CUBIC YARDS	629,267 0	1 549 808 0	2 179,075 0

MAIN HIG
STATEMENT OF EXPENDIT

Project No.	Description	Total	Engineering	Grading	Culverts	Fencing	
1A1	Alberta-Saskatchewan Boundary to Medicine Hat	$ 2,820.65					
1A2	Medicine Hat to Kininvie	280.36					
1B1	Brooks to Bassano	107,359.19	$ 4,482.33	$ 55,169.94	$ 15,147.34	$ 6,149.12	$
1B2	Bassano to N.E. Cor. 12-24-23-4	27,527.16	9,528.71	16,641.45	210.00	1,147.00	
1B3	N.E. Cor. 12-24-23-4 to Calgary	556,116.73	14,294.10	4,847.29			
1C1	Calgary to Radnor	606,490.37	18,614.54	104,638.10	16,958.85	1,677.03	
1C2	Radnor to Banff	13,323.69	37.05			233.67	
2A2	Cardston to Macleod	8,820.55	105.61	.40		32.50	
2B1	Macleod to Staveley	26,003.09	1,758.55	36.73			
2B2	Staveley to High River	68,267.11	5,371.44				
2B3	High River to Calgary	3,535.51	551.40				
2C1	Calgary to Carstairs	284,983.42	7,077.04	2,421.30	483.96		
2C2	Carstairs to Bowden	257,115.54	4,561.22	6,938.43	973.47	71.84	
2C3	Bowden to Red Deer	197,055.70	3,052.37		34.07		
2D1	Red Deer to Ponoka	564,924.07	28,831.31	341,863.86	36,545.94	7,086.53	
2D2	Ponoka to Millet	45,818.17	2,919.88				
2D3	Millet to Edmonton	138,944.31	2,775.98				
2E1	Edmonton to Legal	382,193.83	16,488.73	78,754.46	2,826.47		
2E2	Legal to Rochester	186,558.96	9,962.86	120,427.89	7,152.21	122.00	
2E3	Rochester to Athabasca	6,742.52	2,393.02				
2F1	Athabasca to 30-69-24-4	16,286.31	1,218.06				
2F3	Smith to Slave Lake	24,563.68	1,633.44	1.35			
2F4	Slave Lake to Kinuso	50.00					
2G1	Kinuso to Arcadia	4,717.83	65.24	1,798.42			
2G2	Arcadia to Triangle	9,257.21	338.90				
2H2	6th Meridian to Dunvegan	41,929.02	434.18	12,088.56	1,879.12		
2J1	Dunvegan to Woking	1,042.88			1,042.88		
2J2	Woking to Grande Prairie	83,106.86	12,969.96	54,927.56	9,846.35	1,738.26	
2K1	Grande Prairie to Beaverlodge	123.80			1.00		
2K2	Beaverlodge to B.C. Boundary	68,284.08	7,387.93	39,244.95	18,465.26	2,624.68	
3A1	Medicine Hat to Bow Island	4,217.97	4,213.67				
3A2	Bow Island to Taber	147,118.67	11,481.05	91,167.14	11,180.03	438.00	
3A3	Tabor to Lethbridge	462,619.15	8,474.95	105.09	5,189.96		
3B1	Lethbridge to Macleod	31,272.05	952.79	11.05			
3B2	Macleod to Pincher	237,462.19	57,341.37	69,519.15	17,899.35	2,024.82	
3B3	Pincher to Frank	5,162.90	4,148.16	18.40	62.55		
4A1	Lethbridge to Warner	774,170.08	13,837.22	33,812.56	14,581.47	44.50	
4A2	Warner to Coutts	415,512.95	10,247.87	5,724.36	1,907.08		
5A1	Lethbridge to Cardston	286,221.00	29,135.78	165,218.55	51,279.33	33.08	
5A2	Cardston to Waterton Lakes	5.00	5.00				
6A1	Pincher to Waterton	6,499.08	6,499.08				
9A1	Inverlake to Beiseker	4,738.51	443.98				
9A2	Beiseker to Drumheller	17,684.47	276.35				
9B1	Drumheller to Hanna	3,423.66					
9C1	Youngstown to Excel	52,223.18	1,309.01	8,985.70			
9C2	Excel to Saskatchewan Boundary	28,348.34	1,017.08	9,005.50			
10A	Drumheller to Wayne	5,574.43	161.64				
11A	Junction Highway No. 2 to Rocky Mountain House	54,143.22	3,711.13	3,547.85			
12A	Compeer to Veteran	144,725.75	6,681.33	117,782.08	16,817.02		
12C1	Stettler to Lacombe	124,281.50	7,465.75	77,428.73	4,328.23	105.51	
12D1	Lacombe to Rimbey	276.55	241.55				
13A	Hayter to Hughenden	70,018.26	6,867.31	37,229.29	6,001.41		
13B4	Camrose to Wetaskiwin	17,871.21	3,669.11		14,202.10		
14A	Saskatchewan Boundary to Wainwright	1,782.64	54.41				
14B1	Wainwright to Irma	16,990.59	1,291.69	19.65			
14B2	Irma to Viking	19,394.53	643.14	19.50			
14B3	Viking to Holden	24,167.71	510.83	19.50			
15A1	Edmonton to Fort Saskatchewan	61,387.16	3,984.63	38,083.44	7,395.15	133.48	
16A1	Lloydminster to Vermilion	19,297.02	4,783.08	11,209.52	1,598.17	213.16	
16A2	Vermilion to Innisfree	3,134.20	984.84	18.00			
16A3	Innisfree to Vegreville	2,196.42					
16B1	Vegreville to Chipman Junction	75.60	75.60				
16B2	Chipman Jct. to Edmonton	109,186.46	11,467.99	20,530.67	4,212.30		
16C1	Edmonton to Carvel Corner	226,303.38	6,134.24				
16C2	Carvel Corner to Entwistle	370,780.43	15,836.82	24,561.47	5,051.94		
16C3	Entwistle to Carrot Creek	2,187.69	2,187.69				
17A	Lloydminster—South	960.86					
18A	Clyde Corner to Barrhead	82,125.36	2,539.96	13,800.33	241.20		
19A	Wetaskiwin to Westerose	47,483.19	1,250.18	39,102.60	7,113.19		
19A2	Westerose to Winfield	9,909.92	965.60	3,421.85	2,620.85		
20A	Bentley to Sylvan Lake	202.05	167.05				
21A1	Beiseker to Trochu	654.60	38.48				
23A1	Monarch to Champion	6,630.91	6,485.52	145.39			
23A2	Champion to High River	500.02	500.02				
24A	Vulcan to Cheadle	21,182.87	399.93	741.88			
25A	Lethbridge to Turin	63,756.82	2,772.18	48,549.12	6,085.32	3,419.02	
26A	Carbon to West and South	12,500.03	205.57				
28A1	Edmonton to Opal	18,279.30	777.20	2.90			
28A2	Opal to Waskatenau	27.55					
30A	Junction Highway No. 16 to Kapasiwin	1,391.80	103.50				
31A	Junction Highway No. 16 to Seba Beach	2,052.87	103.50				
34A1	Triangle to Valleyview	23,893.38	1,056.68	27.57			
34A2	Valleyview to 6th Meridian	13,162.40	648.91	241.93	18.20		
34A3	6th Meridian to Grande Prairie	99,975.44	5,801.32	69,979.48	12,577.37	83.20	
35B	Notikewin to North Provincial Boundary	28.81					
36A	Viking to Killam	89,048.81	8,599.46	55,772.57	14,609.73		
36A2	Killam to Castor	1,029.60	176.50				
36A3	Castor to Hanna	61,711.79	3,831.49	29,705.16			
37A	Namao to Gibbons	5,349.20					
39A1	Leduc to 5th Meridian	2,481.67	161.60	40.00			
39A2	5th Meridian to Breton	48,948.56	4,093.08	134.40	104.04		
40A	Cardston to Immigrant Gap	8,043.38	370.52	2.40			
41A	Vermilion to Wainwright	7,627.22	28.33				
42A	Penhold to Lousana	50,609.14	3,733.11	19,674.38	2,015.32	50.00	
43A1	Carvel Corner to Sangudo	80.02	80.02				
43A2	Sangudo to Whitecourt	122,113.24	6,439.70	71,388.93	15,831.80	205.55	
44A	Westlock to Smith	220,544.39	19,667.59	110,307.27	5,465.90		
45A	Andrew to Morecambe	95,889.94	12,598.01	53,833.55	9,517.13	12.50	
46A	Boyle to Lac La Biche	68,095.74	3,197.20	3,324.27	3,799.47	131.20	
47	Rickerdike to Mountain Park	81,697.46	4,824.59	20,221.34		80.00	
40.00E9	Village of Coaldale	937.75					
40.00E20	Town of Lacombe	725.13					
40.00E23	City of Medicine Hat and Town of Redcliff	1,283.40					
40.00E28	City of Red Deer	211.50					
40.00E33	Town of Vermilion	3.00					
40.00E42	City of Drumheller	136.05					
40.00E43	City of Wetaskiwin	213.30					
40.00E47	City of Lethbrdge	853.50					
40.00E61	Village of Irricana	42.21					
40.00E71	City of Edmonton	4,138.50					
40.00E72	City of Calgary	2,607.60					
40.00E98	Village of Winfield	6.40		6.40			
43.28	Elkwater Lake Survey	7,288.26	7,232.26			56.00	
3083	General and Administration	131,992.67	103.23	4,017.86	26.00		
3077	Pit Sidings and Gravel Pits	3,534.57		2,796.73			
		$8,912,173.12	$481,971.28	$2,101,065.18	$353,298.53	$27,912.65	

SUMMARY:

Appropriation 754A	$ 121,737.41
Appropriation 754B	8,790,435.71
	$8,912,173.12

HIGHWAYS CONSTRUCTION
DITURE APRIL 1, 1947 TO MARCH 31, 1948

Compensation	Moving Poles	Gravel Surfacing	Stabilized Base Course	Subgrade Stabilizing	Seal Coat	Prime or Tack Coat	Asphaltic Surfacing	Clay Surfacing	Miscellaneous	Grants to Incor'ted. Areas
					$ 2,820.65					
					280.36					
$ 8,177.42		$ 18,095.04		$ 75.00				$ 63.00		
875.00		63.36	291,958.57	16,319.86	9,720.41	19,705.32	187,223.96	11,108.86		
17,017.90	$ 255.71	3.16	256,997.43	76.18	12,688.90		177,562.57			
					4,629.37		8,423.60			
2,068.98		6,613.06								
		14.84	24,188.68	4.29						
		62.96	62,828.58	4.13						
					2,984.11					
175.00		253.05	3,555.77	10,452.73	45,459.50	21,862.96	193,242.11			
45.00		1,617.80	79,336.26	36,369.55	30,656.81	12,738.09	83,807.07			
		1,775.35	3,795.43	.50	34,751.05	1,388.29	152,258.64			
24,830.43	1,827.73	20,624.75	59,059.88				3,509.26	40,744.38		
		1,774.35	40,336.68		787.26					
	72.20		3,991.72	2,386.85	9,784.47		119,933.09			
11,336.94		21,069.01	188,128.16	219.20		4,986.62	58,384.24			
16,135.08		32,758.92								
		4,349.50								
		15,068.25								
		22,928.89								
50.00										
		2,854.17								
		8,883.31						35.00		
60.00		27,467.16								
	1,484.00	2,140.73								
		122.80								
471.31		89.95								
							4.30			
2,176.21		30,675.78	.46							
		43,392.42	208,596.50	269.38	10,423.07	15,595.25	170,572.53			
		2,583.18	8,965.93	3,744.63			15,014.47			
4,388.75		23,900.56	57,415.58	439.88			4,532.73			
225.00		708.79								
26,342.63			409,665.69	24,184.18	14,527.69	37,940.73	199,233.41			
		9,009.64	214,281.40	4,417.56	9,067.95	27,404.00	133,453.09			
15,151.60	500.00	7,637.75	15,713.73	26.73	1,112.93	34.73	376.79			
		4,294.53								
		17,408.12								
		3,423.66								
		38,414.38						3,514.09		
		18,322.76						3.00		
		5,412.79								
180.00		46,704.24								
3,444.15		1.17								
7,688.24	79.87	21,501.25						5,683.92		
		35.00								
3,844.60		16,075.63								
		1,728.23								
		15,679.25								
		18,731.89								
		23,637.38								
1,407.00	209.91	5,409.19						4,764.36		
464.40		1,028.69								
1,884.36		247.00								
2,173.40		23.02								
1,428.24	1,704.32	15,016.30	54,726.64				100.00			
6.25		6,305.41	100,121.96	13,266.82			100,468.70			
		7,325.67	71,700.50	89,815.27	10,750.00		145,738.76			
960.86										
5.00		65,750.13						79.7		
		17.22								
2,901.62										
		35.00								
		616.12								
		20,341.06								
2,604.06		319.68	7.44							
		12,294.46								
		17,469.20								
		27.5								
		1,288.30								
		1,940.37								
		27,71 .13								
200.00		11,948.36						10 .00		
1,239.79	212.00	8,949.73						1,132.5		
23 81										
9,773.33	108.42	184.80								
		8 3.1								
		28,175.14								
		5,349.20								
		2,280.07								
4,462.03		40,155.01								
		7,370.46								
		7,508.36								
4,165.73		20,970.60								
2,989.94	141.25	23,877.07						1,239.00		
2,051.77		83,072.08								
2,075.00		17,359.85						493.00		
714.20		56,929.40								
153.20		53,721.54		700.37				1,996.44		
							937.73			
		725.13								
										$ 1,283.40
										211.50
		3.00								
										136.05
										213.30
										853.50
		42.21								
										4,138.50
										2,607.60
									127,845.58	
450.00		287.94								
$186,819.63	$6,595.41	$1,091,255.02	$2,155,372.99	$202,773.09	$200,444.53	$141,655.99	$1,754,777.07	$70,942.32	$127,845.58	$9,443.85

NOTE: Reconstruction work in the sum of $13,021.68 was also undertaken by the Branch. Payment for same was made from Appropriation 706-BH, and is included in the Statement for Main Highways, Maintenance, and District and Local Roads. The above figures include Special Appropriation 754-BS, but do not include Post-War Reconstruction O.C. 784-1945/46.

SURVEYS BRANCH

Report for the Fiscal Year ended March 31, 1948

(J. H. HOLLOWAY, *Director of Surveys*)

During the year, three field parties were employed from the first week in May until the 1st of November on survey of main highways, new roads, road diversions and miscellaneous surveys.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1946 (after revising schedule)	241
Surveys asked for during 1947	149
Surveys made during 1947	49
Surveys carried over to 1948	341
Plans submitted and examined on behalf of Municipal Districts	94
Titles issued to roadways surveyed by Municipal Districts	85
Plans prepared and filed in Land Titles Office	46
Certificates of Title received for roadways	97
Certificates of Title received for lands given for public purposes under Departmental regulations as to subdivisions	18
Certificates of Title to public buildings	18
Transfers issued covering lands no longer required	236
Number of plans of subdivisions approved	243
Plans submitted by Department of Water Resources	35
Plans of Power and Transmission Lines	98
Vouchers issued for compensation	923
Leases of road allowances in force	521
New leases of road allowances issued	94
Leases of Public Works Reserves issued	38

Location of highways, roads, road diversions, telephone right-of-way, and miscellaneous areas surveyed:

MAIN HIGHWAYS

	Twp	Rge	Mer.
Calgary-Banff	26	4/5	5
Iron Springs-Turin	11/12	19, 20	4
Bassano-Duchess-Brooks	19	14	4
Bassano-Duchess-Brooks	20/21	14	4
Bassano-Duchess-Brooks	21	15	4
Bassano-Duchess-Brooks	21	16	4
Lethbridge-Cardston	7/8	21	4
Lethbridge-Cardston	6	21, 22	4
Lethbridge-Cardston	9	22	4
Blackfalds-Ponoka	39/40	27	4
Blackfalds-Ponoka	40/41	26	4
Blackfalds-Ponoka	41, 42, 43	25/26	4
Provost East	39	2	4
Provost East	39	3	4
Provost East	39	4	4
Provost East	39/40	5	4
Veteran Easterly	35	8	4
Veteran Easterly	35	7	4
Veteran Easterly	35	6	4
Edmonton East	52/53	24	4
Edmonton East	52/53	23	4
Edmonton East	53	22	4
Edmonton East	53	21	4
Edmonton East	53	20	4
Edmonton East	53	19	4
Edmonton-Fort Saskatchewan	54	22	4
Clyde-Morinville	56	25	4
Clyde-Morinville	57	25	4
Clyde-Morinville	58	25	4
Clyde-Morinville	59	25	4
Edmonton-Peace River	71	1	5
Valleyview-De Bolt	71	1	6
Valleyview-De Bolt	72	2	6
Valleyview-De Bolt	72	3	6
Valleyview-De Bolt	72	4	6
Edmonton-Peace River	71	1	5
Edmonton-Peace River	71	25	5
Edmonton-Peace River	71/72	26	5

ROAD SURVEYS

I D's & M.D's.	Section	Twp.	Rge.	Mer.
M.D. 28	33	18	14	4
M.D 5	34, 35	7	22	4
M.D 55	32, 3 and 4	38/39	27	4
I D. 126	5, 6, 7 and 8	66	1	6

DITCHES

M D 5	21	6	19	4
M.D. 5	4	7	19	4

MISCELLANEOUS

I D's. & M D's.	Section	Twp.	Rge.	Mer.
M.D. 66	N.W. ¼ 32	42	25	4
			Subdivision	
M.D. 84	31	53	1	5
			Gravel Pit	
I D 15	30	8	22	4
			Revision	
I D 10	20	7	3	5
			Lot boundaries	

THE TOWN AND RURAL PLANNING ADVISORY BOARD

For the Year ended March 31st. 1948

The Provincial Town Planning Board held one meeting during the year, on November 25th, 1947, and dealt with various questions of policy which had been accumulating for some time. Various proposed amendments of The Town Planning Act and Regulations were considered and in connection with these a number of recommendations were made by the Board to the Minister of Public Works.

As a matter of general policy, the Board agreed that in the case of any extensive new townsite subdivision, the owner of the subdivision should be required, if the Municipality concerned so requested, to bear the whole or part of the cost of street improvement work during the early stages of the development of the subdivision. This policy has, during the year, been applied in the case of one subdivision comprising a substantial addition to the Townsite of Fairview.

The continuation of building activity throughout the Province was again reflected in the large number of subdivision plans which were submitted to the Board for approval. A total of 243 plans of subdivision were dealt with and approved, this number being approximately the same as for the previous year.

An increasing amount of interest in Town Planning matters on the part of urban and rural municipalities has been observed during the year as evidenced by the adoption of a number of Zoning and Building By-laws and by requests for advice and assistance by other Municipalities in the preparation and putting into effect of such By-laws.

During the course of the year new Zoning By-laws for the Village of Vilna and the Municipal District of Ponoka were examined and became effective. A Zoning By-law of the Municipal District of Stony Plain covering the West Jasper Place District adjacent to the City of Edmonton, was also examined and passed. By-laws appointing Town Planning Commissions for the City of Medicine Hat and the Town of Cardston were also approved and made effective. A new Zoning By-law of the City of Wetaskiwin replacing a previous By-law was also approved and passed.

The following amendments to existing By-laws were approved and passed by the Board: City of Calgary, 17 Amending By-laws; City of Edmonton, 4 Amending By-laws; and one amending By-law each for the Cities of Red Deer and Lethbridge.

Initial steps were taken during the year by the City of Calgary and neighboring Municipalities to set up a Regional Planning Commission. This commission is to be known as the Calgary and District Regional Planning Commission and is comprised of representatives from the City of Calgary, the Villages of Forest Lawn and Bowness and the Municipal Districts of Springbank and Conrich and Improvement District No. 46.

This Board will deal with problems arising from suburban development in the neighborhood of the City.

Early in the year Imperial Oil Company, in conjunction with Central Mortgage and Housing Corporation, acquired a large tract of land in

the Leduc Oilfield to be used as a site for a new town for the housing of oilfield workers. The Provincial Town Planning office gave considerable assistance in connection with the designing of the new townsite and final plans of the subdivision were approved just before the end of the fiscal year.

Sites have been provided for dwellings accommodating some 300 families and the townsite also includes a number of business sites, a central school site, various church sites, recreational areas and other sites set aside for various special purposes. By the end of the fiscal year 30 dwellings had been substantially completed; a considerable amount of street grading had been done, water supply and sewage disposal systems had been installed, gas mains and electric and telephone lines had been built throughout the townsite and work had been begun on various industrial establishments required by Imperial Oil Company. It is expected that by the end of 1948 this townsite will have become extensively developed and it may then be feasible to incorporate it as a Village.

During the year 14 transfers of land were submitted for approval under the provisions of Section 35 of The Town Planning Act. Approval was granted in 12 cases and refused in 2 cases.

Eight applications for approval of proposed tourist camps were dealt with during the course of the year.

An amendment to The Town Planning Act was passed at the last session of the Legislature which it is hoped will result in more effective control of fringe development, adjacent to cities, towns and villages. In the past considerable trouble has resulted from owners of land selling small parcels of land without first having a proper survey made and filing plans of subdivision. The new amendment enables any local or rural authority to require the owner to register a plan of subdivision in respect to land occupied by two or more occupiers of separate premises thereon. After the service of a notice to the owners requiring a subdivision to be made and registering the notice in the Land Titles Office, no disposition of the land covered by the notice may be made until a plan of subdivision is filed. If the owner refuses to comply with such requirement, the local or rural authority may do so, charging the cost to the owner of the land, which cost may be added to the taxes and recovered and collected as part of the general municipal taxes.

Other amendments made in The Town Planning Act during the 1948 session of the Legislature included various extensions of the authority vested in Municipalities with regard to zoning with the object of enabling local authorities to exercise better control over the location of building development and the standard of construction of any building.

BUILDINGS BRANCH

Report for the Fiscal Year ended March 31, 1948

(A. ARNOLD, *Superintendent of Buildings*)

The general repair and maintenance of all public buildings and institutions has been carried on by this Branch as in previous years, to keep up the standard. Several buildings were erected by contract under the supervision of our inspectors and directed from this office.

Following is a list of the projects:

Bonnyville.

A site was purchased for the erection of a provincial building.

Calgary:

A building was remodelled for the purpose of accommodating Canadian Blood Donor Clinic.

A new fire escape was erected at the Central Alberta Sanatorium.

Surplus buildings were purchased for the Institute of Technology and Art and remodelled for the Chemistry and Physics Laboratory and Aeronautics Laboratory.

Extension of the shops at the Highway Shops at Manchester was made.

Portion in Army Hut was remodelled for the purpose of accommodating Guidance Clinic.

Camrose:

Renovation of the old Normal School building was continued to accommodate Rosehaven Home.

Stuccoing and painting of Liquor Store and Beer Warehouse was completed.

Canmore:

Construction was commenced on a residence at Ranger Station.

Claresholm:

A new Implement Shed was constructed.

Edmonton:

The E. I. Clarke Building, now known as Alberta Office Building, was purchased to accommodate government departments and alterations and renovations were commenced.

The Williamson Building, now known as Alberta Jasper Building, was purchased for government offices and alterations commenced.

Alterations to the Provincial Building South Edmonton, were completed for Treasury Branch and Liquor Store.

Nurses' Home, under Post-war Reconstruction at the University was completed.

Alterations were made to the buildings at the American Base Hospital for the purpose of Red Cross Blood Clinic.

Fort Saskatchewan:

Alterations to the kitchen in the male quarters in the Provincial Gaol. were commenced.

Macleod:

Property and building were purchased for a Provincial Building.

Medicine Hat:

New Equipment Storage Building for the Highways Branch was constructed.

Olds:

Various buildings and projects were carried on at the School of Agriculture:

1. Construction of a new Carpenter Shop was commenced at the School of Agriculture.
2. A bull corral at the School was commenced and completed.
3. Property for a Treasury Branch was purchased and work commenced.

The roads from the main highway throughout the School grounds were gravelled.

Oliver:

Various small buildings were constructed at the Farm. Provincial Mental Institute. such as: two brooder houses. outside cockerel roosts and the new chop house was completed. Also a new addition to the turkey verandah was made.

A new Women's Dormitory was completed.

The Mental Defective Building was completed and also the extension of the steam line to the Farm.

Pincher Creek:

A new Storage Shed was constructed for the Department of Lands and Mines.

Ponoka:

Contract was let and construction of a new Laundry Building was commenced.

Work was commenced on the glassing in of the balconies and installing light and heat in same.

Construction of two new staff dwellings was commenced.

Raven River:

Construction of a new foreman's residence for the Department of Lands and Mines was commenced and completed.

Red Deer:

Construction of two new dormitories at Provincial Training School was commenced.

A new eight-stall garage for the storage of trucks at the Maintenance Shops was constructed.

Rocky Mountain House:

Warehouse and garage for the Department of Lands and Mines was completed.

St. Paul:

A well was drilled and a pump installed at the Maintenance Sheds.

Vegreville:

Property for the erection of a new Provincial Building was purchased.

Vermilion:

The construction of various buildings and other work was carried on at the School of Agriculture:

1. The Construction of a staff dwelling and of new stalls in the Dairy Barns was completed.
2. Additional showers, toilets, etc. were installed in the dormitory at the School.
3. A ventilation system in the dormitory kitchen was installed and a fume exhaust system was installed in the Technical Building.

The roads from the main highway throughout the School grounds were gravelled.

Vulcan:

A building was constructed for a new Treasury Branch.

BUILDINGS AND MAINTENANCE BRANCH—EXPENDITURE FOR 1947-48

CAPITAL EXPENDITURE

756	Furniture and Equipment, Legislative and Departmental Buildings and Public Institutions	$ 365,842 94
759	Sites and Construction	1,521,716.07
S.W 31	Purchase of Natural History Objects	50,000 00
S W 35	Physics and Chemistry Laboratory, Institute of Technology and Art, Calgary	14,889.26
		$1,952,448.27

INCOME EXPENDITURE

708	Administration	$ 36,749.98
709	Legislative and Departmental Buildings	825,034.37
710	Public Institutions	120,955 10
713	Government House	434 80
		$ 983,224 25

MECHANICAL BRANCH

Report for the Fiscal Year ended March 31, 1948

(VERNON PEARSON, *Superintendent*)

This report deals with the activities of the following sub-divisions of the Mechanical Branch for 1947-48.

1. The maintenance and operation of power plants and utility services of the eight largest institutions.
2. The administration of The Steam Boilers Act.
3. The administration of The Factories Act.
4. The administration of The Welding Act.
5. The administration of The Electrical Protection Act.

Power Plants and Institution Maintenance.

The situation with regard to the supply of material required for the proper maintenance of the Power Plants and the various utility services at the Institutions is far from satisfactory. This is particularly true with regard to the supply of repair parts for electrical equipment, pipe and plumbing goods.

Examination of the Power Plant statistics will show that there was a small increase in the services supplied to the Institutions with a considerable increase in cost.

A reinforced concrete water reservoir having a capacity of 250,000 Imperial gallons was completed last fall at the Oliver Mental Institute. Attached to the reservoir is a gasoline engine driven fire pump. This arrangement gives a source of water supply for fire fighting apart from the Institution power plant.

PROVINCIAL GOVERNMENT POWER PLANT STATISTICS

For Year ended March 31, 1948.

(Vernon Pearson, Mechanical Superintendent)

No.	NAME	FUEL		WATER		ELECTRICITY		MECHANICAL REFRIGERATION	Expenditure for Maintenance and Operation
		Coal (Tons)	Gas (Cubic Feet)	Pumped from Local Sources (Imperial Gallons)	Purchased	Generated	Purchased	Tons	
1.	Parliament Buildings and Administration Building, Edmonton	1,642			11,287,000	748,800	552,000		$ 42,619.95
2.	Institute of Technology, Calgary	284	20,306,000		7,770,000	62,600	155,300		16,780 06
3.	Ponoka Mental Hospital	16,030		62,423,000		1,750,950		5,385	119,376.89
4	Fort Saskatchewan Gaol	3,347		11,700,000		294,805			30,749.31
5.	Lethbridge Gaol	3,310		12,163,000	7,115,000	122,008			23,341 69
6	Oliver Mental Institute	9,250			13,271,000	1 235,600			91,540.30
7.	Central Alberta Sanatorium, Calgary		50,710,000	25,097,000		378,130		1,200	35,498.53
8.	Provincial Training School, Red Deer	2,546			14,870,000	107,620	29,040		27,399.52
	TOTALS	39,399	71,016,000	111,383,000	54,313,000	4,700,603	736,340	6,585	$387,306 25

Total Coal used	39,399 Tons
Total Gas used	71,016,000 Cubic Feet.
Total Water used	195,696,000 Imperial Gallons.
Total Electricity used	5,436,943 Kilowatt Hours.
Total Refrigeration	6,585 Tons.

THE BOILERS ACT

It is again a pleasure to report that there were no fatalities or serious accidents during the year caused by the failure of any pressure vessel.

John Devey was fatally burned while working on the charge line to a Depropanizer Tower at the Bauxite Plant of the Imperial Oil Limited Refinery at Calgary. During the process of placing a blank flange in the line, oil leaked out and its vapor, very inflammable, became ignited from a pre-heating furnace about 20 feet away. He made a vain attempt to escape but was burned to death.

Francis Wight was fatally injured at the British American Oil Company's Refinery at Calgary when he missed his footing while descending a ladder following the installation of valves in the feed line to a new Boiler. In falling his back struck a valve stem wheel, breaking three of his back ribs. The injury and accompanying shock were severe, and death followed the setting in of toxic poisoning.

John Handley died as a result of being overcome by ammonia fumes at Burns & Company Limited, Packing Plant, Calgary. He had been working in a freezer, when a liquid ammonia line outside of the cooler room door broke, and, in an attempt to make his way to an elevator shaft, was overcome by ammonia fumes. Efforts to revive him were unsuccessful.

Seven other persons were also overcome by ammonia fumes in this accident, but recovered after receiving treatment in the hospitals to which they were taken.

There was a gas explosion in the setting of the west boiler at the central heating plant of the Provincial Government Scona Shop, South Edmonton, which severely burned William Duncan, Engineer in charge of the plant. The high wind prevailing at the time had evidently extinguished the gas flame below the boiler, thus allowing the setting to fill with gas. Apparently insufficient time was allowed to ventilate the setting before attempting to light up again, and the insertion of a lighted torch into the firebox caused an explosion. In addition to injuring Mr. Duncan, the explosion wrecked the setting, distorted the breeching and severely damaged the walls and roof of the boiler house.

Another gas explosion took place in the setting of a boiler in the Ritz Hotel, Edmonton, which damaged the setting, but fortunately no one was injured.

Extensive damage was caused by a gas explosion in the setting of the new boiler in the Canadian Utilities Vermilion Power Plant during switching operations on the Company's distribution system. The boiler steel work and casing plates were warped and twisted and one wall of the building was slightly damaged. The origin of the explosion was attributed to the burners being extinguished by a sudden change in air pressure caused by the varying steam flow activating the automatic controls. The setting then began to fill with gas and when the mixture of air and gas reached an inflammable state, it was ignited by the heat of the furnace. Trouble had been experienced previously with the burners during windy weather and when the gas pressure varied. The Company was advised to install more reliable burners. No person was injured in this accident.

A few weeks prior to the gas explosion, another boiler in the plant had been damaged to such an extent that the boiler was declared unfit for further service and condemned. The heating surfaces had been allowed to become insulated by a heavy deposit of scale on the inside which caused overheating of the plates and consequent distortion.

A horizontal return tubular boiler at the Edmonton Brewery developed a leak at the longitudinal seam of the rear course. When subjecting the vessel to a hydrostatic test our inspector knocked off a number of rivet heads with his hammer, and he ordered the entire joint to be re-rivetted. When the rivets were removed it was found that the holes were not in alignment, therefore, it was necessary to ream the holes and use larger rivets. A thorough inspection of the other joints in this boiler, as well as in the adjacent one, failed to reveal any similar defects. The boilers were built in 1912, therefore, taking into consideration the age of the boilers and the evidence of inferior workmanship in their fabrication, it was decided to make a reduction of fifteen pounds in the allowable working pressure. In addition, the owners were advised to replace them with new boilers.

A Marine type boiler at the Chisholm Lumber Company's Sawmill was condemned due to severe cracking of the furnace and combustion chamber tube sheets adjacent to the rivet holes. Several attempts had been made to effect permanent repairs, but none were satisfactory, therefore, in the interest of safety, the boiler was ordered out of service and the owners were advised to install another boiler for their next season's operation.

Several boilers in the Leduc Oil Field required repairs shortly after being placed in operation there. They had previously been operated in hard water districts and the soft water in the Leduc district loosened the scale from the tubes. This resulted in an accumulation of scale on the firebox sheets which became overheated and were consequently distorted.

A number of power boilers were damaged when fire destroyed the buildings in which they were located. The majority of these were quickly repaired and restored to service.

Several heating boilers were so severely damaged that they had to be condemned. A number of others were repaired and put back into service.

In some of these accidents the automatic low water fuel cutoffs failed to operate when the water level in the boilers dropped below the safe working level, which resulted in the overheating of the boiler plates and tubes. Investigation showed that the operators invariably had neglected to clean the float chambers, and so allowed the chambers to fill with sediment and scale which rendered the cutoffs inoperative.

Indicative of the increasing development of large industries in the Province is the installation of new boilers in existing power plants and also in new power plants.

Included in the new installations are the following:

City of Edmonton Power Plant. Two 155,000 pounds per hour steam generators, 430 lbs. working pressure.

Canadian Utilities Limited, Drumheller Plant. One 1443 H.P. water tube boiler, 450 lbs. working pressure.

Canadian Utilities Limited Vermilion Plant. One 385 H.P. water tube boiler, 300 lbs. working pressure, and four 244 H.P. water tube boilers, 450 lbs. working pressure.

Alberta Salt Company, Lindbergh. Two 626 H.P. water tube boilers, 225 lbs. working pressure.

British American Oil Company, Calgary. One 415 H.P. water tube boiler, 200 lbs. working pressure.

McLeod River Hard Coal Company, Mercoal. Two 535 H.P. water tube boilers, 200 lbs. working pressure.

Brazeau Collieries Limited, Nordegg. One 394 H.P. water tube boiler, 266 lbs. working pressure.

Royal Alexandra Hospital, Edmonton. Three 158 H.P. water tube boilers, 160 lbs. working pressure.

General Hospital, Edmonton. Two 175 H.P. water tube boilers, 178 lbs. working pressure.

The mines on the Alberta Coal Branch are developing to such an extent that power demands are beyond the capacity of their power plants. Several methods of increasing the power supply have been considered, and two companies have under consideration plans for the erection of a central power station to supply power to all mines in that district.

The Luscar, Mountain Park and Cadomin Coal Mining Companies are changing over from underground mining to strip mining production, and, to make the strip coal more saleable, a Briquetting Plant is being erected at Luscar.

It is again a pleasure to report that it was not necessary to undertake any prosecutions for violation of The Boilers Act. This satisfactory condition is proof of the harmonious relationship existing between the pressure vessel owners and operators and our district inspectors, who appreciate the co-operation given them during the exercise of their duties.

Inspector C. Marsh and Assistant Inspector C. Eykelbosh were appointed to the staff.

The Imperial Oil Company Limited requested a report on the condition of the pressure vessels in the oil refinery at Whitehorse, Yukon Territory, prior to purchasing the entire plant from the United States Government. As a result of this report, and the advice that the pressure vessels would be permitted to operate at the same working pressures and temperatures in Alberta, the sale was completed. The refinery is now being re-erected East of Edmonton, where oil from the Leduc Oilfield will be processed.

At the invitation of the Executive Committee of the National Board of Boiler and Pressure Vessel Inspectors, Assistant Chief Inspector Scott attended a joint meeting of the Boiler Code Committee of the American Society of Mechanical Engineers and the National Board of Boiler and Pressure Vessel Inspectors, held in Los Angeles, May 5th to 9th, 1947, inclusive. During the sessions, public meetings were held to enable manufacturers, or their representatives, to submit their views on the Tentative Draft of the Proposed Revision of the A.S.M.E. Code for Unfired Pressure Vessels, Section VIII of the A.S.M.E. Boiler Construction Code.

The purpose of the proposed revision is to establish a uniform Unfired Pressure Vessel Code acceptable to both the American Petroleum Institute and the American Society of Mechanical Engineers. Further public meetings were held in New York and Houston, Texas, and the consensus of opinion was that, with minor amendments, the proposed revision would eventually be adopted. The adoption of the revision will eliminate the present confusion existing in Canada where the A.P.I.-A.S.M.E. Code is not recognized and would establish a uniform fabrication code for the oil industry on the North American Continent.

Concurrent with the joint meeting, the Seventeenth General Meeting of the National Board of Boiler and Pressure Vessel Inspectors was held, and questions relating to the application and interpretation of several sections of the A.S.M.E. Codes from an administrative point of view were discussed.

All expenses incurred in attending these meetings were defrayed by National Board.

Mr. Scott also attended a joint conference of the Canadian Steel Boiler Institute, Insurance Representatives and Provincial Chief Boiler Inspectors, held in Toronto, December 8th to 10th, 1947, inclusive. It was decided that the establishment of a central survey bureau in connection with the Canadian Standards Association, which had been previously recommended, was impracticable at this time. It was recommended that the Chief Inspectors discuss the feasibility of organizing a National Board similar to that established in the United States so that problems, concerning Canadian Manufacturers only, could be more expeditiously dealt with. Discussions are now taking place to implement that recommendation.

Mr. Scott attended a joint conference of the Liquefied Petroleum Gas Association and the Provincial Chief Boiler Inspectors, held in Toronto, December 11th, 1947. A draft of Proposed Uniform Regulations concerning a Liquefied Petroleum Gas Code in Canada was discussed, and the consensus of opinion was that Regulations based on the National Board of Fire Underwriters' Pamphlet No. 58 would be desirable, provided references to the A.P.I.-A.S.M.E. are omitted. Saskatchewan is the only Province in Canada which has adopted regulations covering liquefied petroleum gas containers and installations. Further meetings will be held when deemed necessary.

The erection of the Imperial Oil Refinery, East of Edmonton, together with the rapid development of the Leduc Oilfield, is imposing a severe strain on our inspection staff, the members of which are endeavoring to accommodate the various companies requiring inspection services.

In addition, the expansion of the Liquefied Petroleum Gas Industry in the Province has resulted in additional demands for inspection services which will undoubtedly materially increase in the near future.

It is manifest that the inspection staff requires two additional inspectors, one for each of the Edmonton and Calgary Districts.

The number of designs submitted for survey and registration has nearly doubled in two years and this task requires practically the entire time of one man.

There follows a summary of work accomplished during the year, along with a comparative summary of work and revenue for the years 1946-47 and 1947-48.

SUMMARY OF WORK AND REVENUE, 1947-48 and 1946-47

Type of Boiler or Pressure Vessel Inspected	1947-48	1946-47
Liquefied Petroleum Gas Containers	247	
Horizontal Return Tubular	328	380
Horizontal Furnace	32	33
Water Tube	172	214
Locomotive Type	765	762
Vertical	166	150
Receivers	2,529	2,362
Heat Exchangers	185	94
Oil Stills	8	
Steam Processors	65	98
Steel Heating	585	567
Cast Iron	478	502
Miscellaneous	439	343
Total	5,999	5,505
Condition of Pressure Vessels Inspected		
Good	4,182	3,509
Fair	1,719	1,866
Poor	78	106
Scrapped	4	6
Condemned	16	18
Total	5,999	5,505
Certificates Issued	5,129	4,629
Number of Inspection visits	6,944	6,687
Number of Special Inspections under Section 14 of The Alberta Boilers Act	63	72
Factory Act Inspections	629	635
Number and Class of Engineers Certificates Issued		
First Class	5	2
Second Class, 750 H P	3	7
Second Class, 500 H P	13	18
Third Class	55	72
Special	10	6
Traction Final		7
Fireman's Final	45	42
Provisional	347	346
Temporary	566	337
Welder's Certificates	33	10
Total	1,077	847
Number of Designs Surveyed	285	204
Revenue		
Surveying and Registering Designs	$ 2,194 00	$ 1,688 50
Pressure Vessel Registrations	44,918 00	40,152 00
Engineers' Registrations	2,411 00	2,217 00
Engineers' Certificates	5,187 50	4,179 50
Special Inspection Fees	1,410 54	1,304 14
Total	$56,121 04	$49,541 14

The Factories Act

Since submitting the last annual report, there has been considerable growth in industry within the province. Many new places of business have been opened and new Factories erected.

While the annual production of crude oil again slightly decreased, the search for oil has continued on a larger scale and a new production field has been located in the central part of the province.

The largest flour mill in the province which had been idle for a number of years operated continuously during 1947, thereby increasing considerably the total volume of cereal products manufactured during the year.

The sugar beet crop was fully harvested during the fall of 1947 with the result that the factories situated at Raymond and Picture Butte had a record number of days run. The erection of a new sugar factory at Taber has been proceeded with, and in all probability will be completed and placed in operation during 1949.

The processing of canned vegetables has been of greater volume during the past year than in any previous year.

Production in the meat packing industry was not so great as during the preceding year, due principally to a lesser amount of livestock being delivered to markets, and to a strike of employees of several weeks' duration in all but one of the larger packing plants.

Construction of houses and other building operations created a greater need for those building materials produced in the province, such as lumber and other wood products, brick, tile and cement. The erection of homes created demands for furniture and furnishings, thereby creating full employment in those factories manufacturing these products.

In the catering industry, employment again has maintained a level with the preceding year. Considerable changes are being made in this industry, several of the larger restaurants in the province have been closed. They are being superseded to a large extent by Coffee Bars.

Again, a decrease is noted in the number of female employees, as shown in "table one" accompanying this report, while the employment of male employees has again steadily increased, this, no doubt, can be attributed to the ending of the war permitting service personnel to return to civilian life.

As in the past, copies of all Factory Inspectors' reports have been sent to the Workmen's Compensation Board, and the Board has notified this Branch of many accidents and the manner in which they occurred. This information is of considerable benefit to inspectors in the course of their duties. Our inspectors on many occasions have made investigations as to the cause of accidents in order to prevent similar accidents occurring, both at the request of the Workmen's Compensation Board and by employers.

Inspections

Inspectors have continued to devote the greater part of their time to those centers where large factories and shops are situated, and where the largest number of employees were known to be employed.

Requests for special inspections continue to be made, both by employers and contractors when alterations in present structures, and the changing of equipment are being made and when new buildings are being erected.

The cities of Medicine Hat and Lethbridge have no resident inspectors, but they received periodical visits from the inspectors resident in Edmonton and Calgary, Lethbridge receiving seven and Medicine Hat five. Periodically during the year, inspectors made inspections in those parts of the province where oil wells were being drilled and where outlying factories are situated.

Table number one sets forth the number and classification of inspections made, together with the number of male and female employees under each class and the number of safety recommendations made. Under the heading "SAFETY," recommendations were made relative to the guarding of machinery and shafting, hand rails and stairways, runways and platforms, openings in floors, condition of ladders and scaffolding, access to exits and fire escapes and good housekeeping.

TABLE No. 1

SUMMARY OF INSPECTIONS AND EMPLOYEES

	No. of Inspections Made	No. of Male Employees	No. of Female Employees	Total No. of Employees	No. of Safety Recommendations
Factories	2,555	22,900	5,770	28,670	1,079
Shops	1,655	11,539	8,469	20,008	97
Office Buildings	93	229	72	301	.
Totals	4,303	34,668	14,311	48,979	1,176

Passenger and Freight Elevators

There were thirty-seven new elevators installed during the year classified as follows:

Six Passenger Escalators
Four Passenger
Twenty-two Power Freight
Two Handpower Freight
Two Employees' Belt-lifts

Eight hundred and twenty-two elevator inspections were made and of these ninety-four were special or requested inspections. Twenty-two elevators were found not to be operating at the time of inspections and a total of seven hundred and twenty-eight elevator inspection certificates were issued bringing a net revenue of two thousand eight hundred and ninety-nine ($2,899.00) dollars.

Table number two contains information relative to the number of elevator inspections made, classification of such elevators inspected, and the number of safety recommendations in each classification.

TABLE No 2

SUMMARY OF ELEVATOR INSPECTIONS

Class of Elevators Inspected	No Insp	No Rec
Escalator	13	11
Passenger	204	281
Power Freight	397	627
Manually Operated Freight	19	67
Employee's Belt-lift or Humphrey	27	51
Power Dumbwaiter	38	25
Not Being Operated	22	8
Condemned	5	1
Dismantled or Scrapped	2	
Reinspection Passenger	13	3
Freight	37	39
Manual	12	20
Humphrey	1	2
Dumbwaiter	0	0
Total	822	1135

Twenty-six accidents occurred on elevators. This is an increase from the previous year when twenty such accidents were reported to the Department.

The following is an analysis by causes of the total accidents reported and investigated:

Steel platform to threshold	6
Hand injuries in closing gates and doors	6
Caught in moving parts	2
Falling in hatchway "fatal"	1
Miscellaneous	11
Total	26

The above accidents were caused by the following

Unsafe conditions	4
Unsafe acts	14
Undetermined	8
Total	26

There were no informations laid by inspectors of the Department for infractions of the Factories Act during the year.

Electrical Protection Act

The electrical industry has continued to expand at a rapid rate throughout the province. The demand for electric power far exceeds the facilities available, particularly in rural areas, and plans for extensions are now being made three years in advance.

Extensive additions were made to generating plants and distribution systems during the year. An additional Hydro unit of 15,000 KVA was brought into operation by the Calgary Power Ltd. at Barrier, and additional steam driven units are being added to the plants at Edmonton, Medicine Hat, Drumheller, and Vegreville. The total power production from the larger plants amounted to 837,000,000 KWH, an increase of approximately 10% over the previous year.

Transmission and distribution lines have been extended and existing voltages increased in many instances. The Calgary Power Company Ltd. added 563 miles of line, making a total of 3,542 miles in operation at present. The Canadian Utilities Limited added 206 miles of line, making a total of 1,195 miles in operation. Additions were also made by the Northland Utilities Ltd. and the various municipally owned systems.

Extensive additions were made to existing rural electrification projects with new areas opened at Lethbridge, Springbank, Acme, Ponoka,

and Willingdon. In addition, several hundred new customers were connected to existing lines. Applications for rural service continue to increase and difficulty is experienced in deciding which areas should be served first.

Many large installations of electrical equipment in utilization plants have been made both in new plants and as additions to existing plants. The Canada Cement Company at Exshaw have added about 2,000 H.P. to their demand. The Canada Malting Company, Calgary, built a new high voltage sub-station and replaced steam driven equipment with electric motors. Several Flour Mills in smaller centres have also replaced steam driven equipment with electric power.

The installation of electric wiring in new commercial and residential buildings as well as alterations in existing buildings continued at a high rate during the year. Electrical contractors and wiremen have been fully employed and, in many cases, unable to do all the work offered. As a result, much work has been done in rural areas by men not fully qualified, and inspection of these areas is, therefore, very necessary

Material shortages have eased in many lines, but conduit, porcelain fittings, and switches are still difficult to obtain and cause delay in completing many installations.

One fatal and seven other accidents due to electric shock were investigated during the year. The fatal accident occurred on a farm when an elevated grain loader was moved under a high tension line. This accident was primarily due to failure of the farmer to realize the hazards involved. Two men received slight burns when moving a building under power lines. It seems very difficult to prevent this type of accident, as, in spite of all the warnings given, building movers will try to pass under power lines without notifying the Utility company concerned.

The extensive revisions of The Electrical Protection Act Regulations were approved by Order in Council in September and became available in book form in March, 1948. In general, these regulations have been accepted as reasonable minimum requirements for the safety of employees and the public. Over a period of years they will result in a standard type of construction being used which will in turn reduce installation costs. Several requests for copies of these regulations have been received from different parts of Canada, particularly the Western provinces.

Revision to the 5th Edition of the Canadian Electrical Code were completed early in June and the 5th Edition became available in September 1947. Some fifteen-hundred copies of this Code were purchased from the Canadian Standards Association and distributed to persons engaged in interior wiring in the province.

Several hundred copies of the Farm Wiring Rules were distributed during the year and have been found very helpful in giving the farm people an outline of the methods to be followed to insure safe installations.

The manufacture of electrical equipment continued at a high rate, and the Canadian Standards Association Laboratories, even with doubled facilities, have had difficulty in keeping up to date with tests. Several applications for Canadian Standards Association approval were made by manufacturers in the province for various types of electrical equipment which they propose to assemble. Canadian Standards Association routine Factory Inspections in Calgary were taken over by this Department early

in 1947, and early in 1948 their Factory Inspections in Edmonton were also taken over. The Canadian Standards Association agreed to reimburse the Department on a Special Inspection fee basis for this work.

One additional inspector was added to the staff during the year and one inspector was moved to Red Deer early in 1948. Offices are now located at Lethbridge, Calgary, Red Deer, and Edmonton and provide a much better coverage of the province. The extensive additions to rural installations and the travelling time involved in such work has made it impossible for the staff to meet all the requests for inspections. To cover each farm installation thoroughly would require a greatly increased staff.

A meeting of Provincial and Municipal Electrical Inspectors together with representatives of various branches of the Industry was held in Calgary in February 1948. Many questions regarding interpretation of rules were discussed and, as a result, more uniform practices will be followed throughout the province.

The Welding Act

Six hundred and seventy-six candidates for Welder's Certificates were examined during the year, a good portion of these were for both Gas and Electric Welding. While the failure rate was high, only sixty-four applicants failed to receive any certificate whatever.

The following certificates were issued:

Journeymen	72
Temporary Special	62
Special	145
Provisional	33
Apprentice	364

A total of one thousand, three hundred, and forty-six shop inspections were made, for which shop reports were completed, also a number of visits were made where no shop report was necessary. In most cases, these were repeat calls.

Accidents during the year were in most cases trivial. Out of thirty-three accidents, only two required hospitalization for two or three days. Accidents in connection with Acetylene generators are becoming less frequent. This can be attributed to instructions and warnings given during shop inspections.

Fifty-two persons were prosecuted during the year for violations of the Welding Act, forty-four under section nine, and eight under section ten. Forty-one convictions were secured, one charge was withdrawn.

The Department now has two fully equipped Welding Shops for examination purposes in operation, one in Edmonton and one in Calgary. Examinations in other centres are conducted on rented premises. Applicants for examination in Edmonton are so numerous that consideration is being given to enlarging the Edmonton shop.

The demand for welders greatly exceeds the supply, with the result that a large number of inadequately trained men are seeking employment in this field.

Inexperienced persons continue to purchase welding equipment and get into this line of business. These activities cause the Department a great deal of trouble as it is impossible with our staff, to police the entire industry. However, every effort is being made to place men in positions where they can use whatever skill they may possess.

HIGHWAY TRAFFIC BOARD

(G. H. N. MONKMAN, *Chairman;* H. R. CLARK, *Secretary*)

During the fiscal year ending March 31st, 1947, Bus operation shows an increase of miles operated and passengers carried. This is more evident on surfaced roads, as operations on dirt roads indicate only a small increase in miles operated and a decrease in the passenger miles operated. The decrease in passenger miles on dirt roads would indicate that smaller vehicles were operated due partly to weather conditions.

The Board dealt with the following applications for operation of new routes, extensions and transfers.

The Sunburst Motor Coaches were granted a franchise for operation from Alix to Edmonton. Cardinal Coach Lines were granted a franchise for operation from Caroline to Rocky Mountain House. G. M. Reith was granted a franchise for operations from Bashaw to Ponoka. J. V. Horner was granted a franchise for operation from Edmonton to Barrhead via Alcomdale.

Extension of routes were granted to Sunburst Motor Coaches from Czar to Saskatchewan Boundary; Sorenson Bus Lines from Rocky Mountain House to Nordegg; and Canadian Coachways from Flatbush to Chisholm.

Transfers of existing certificates were made from Sorenson Bus Lines to Cardinal Coach Lines of the Red Deer to Veteran route; Peace River Bus Lines to Canadian Coachways for the routes, Spirit River to British Columbia Boundary; Spirit River to Grande Prairie; Spirit River to McLennan; and Fairview to High Prairie; Transfer from Reith Bus Lines to Cardinal Coach Lines for the route Lacombe to Winfield.

The following certificates issued through the year were in effect as at March 31st, 1948.

Alberta-Montana Bus Lines	Lethbridge-Coutts
Alberta Trailways	Calgary-Milo
Blue Goose Lines	Edmonton-Newbrook.
Branch Lines Ltd.	Mountain Park-Luscar-Cadomin.
	Mountain Park-Edson.
Bus Universal Supply (of Alta.) Ltd.	Edmonton-Beverly.
Canadian Coachways	Edmonton, B.C. Boundary en route to Dawson Creek.
	Edmonton-Breton-Berrymoor.
	Edmonton-Lac La Biche.
	Edmonton-Chisholm.
	Red Deer-Veteran.
	Spirit River-B.C. Boundary.
	Spirit River-Grande Prairie.
	Spirit River-McLennan.
	Fairview-High Prairie.
Carbon Bus Lines	Carbon-Central Service Stn.
Cardinal Coach Lines	Red Deer-Veteran.
	Lacombe-Winfield.
	Caroline-Rocky Mountain House.
Crown Coal Co. Ltd.	Edmonton-Starky Mine.
	Edmonton-Banner Mine.
Diamond Lines	Edmonton-Black Diamond Mines.
Drayton Valley Bus Lines	Entwistle-Drayton Valley.
Ferstay, John	Mine Employees Crowsnest Pass.
Glenmore Cab Co.	Calgary-Windsor Park.
	Glenmore & Manchester Districts.
Grimshaw-Yellowknife Transportation	Peace River-Notikewin.
Highway Coach Lines Limited	Edmonton-Two Hills.
Knox, John	Medicine Hat-Hilda.
Lethbridge Northern Bus Lines	Lethbridge-Shaughnessy.
	Lethbridge-Turin.
Monden Transportation	Calgary-Turney Valley.
	Calgary-Bragg Creek.

Neilsen Bus Lines	Calgary-Hussar.
J V Hornet	Edmonton-Barrhead
	Edmonton-Barrhead via Alcomdale
Petrone Guido	Hillcrest-Mohawk Mines
Allen & Wilson Bus & Taxi Service	Ponoka-Provincial Mental Hospital
Reith, G M	Bashaw-Ponoka
Riverdale Coal Co Ltd	Edmonton-Riverdale Mine
Sandulac & Switzer	Waterways-Ft McMurray
Shaw, James H	Edmonton-Tomahawk-Berrymoor
Sorenson Bus Lines	Calgary-Stettler via Three Hills
	Red Deer-Rocky Mountain House-Nordegg
Southern Bus Lines	Lethbridge-Etzikom
Sunburst Motor Coaches	Camrose-Alliance
	Alix-Edmonton
	Edmonton-Saskatchewan Boundary via Czar.
	Edmonton-Chauvin
	Edmonton-St Paul-Cold Lake
	Wetaskiwin-Winfield-Buck Lake
Taber Transport	Taber-Vauxhall
Taylor, Charles H	Sundre-Olds
Townsend Bus Lines	Drumheller-Stettler via Big Valley.
United Mine Workers Assn.	Lethbridge-Galt Mines.
Van Wert, T	Medicine Hat-Redcliffe
Valley Bus Lines	Drumheller-East Coulee
	Drumheller-Wayne
	Drumheller-Naemine
	Drumheller-Midland
Western Canadian Greyhound Lines Ltd.	Calgary-Drumheller-Hanna.
	Calgary-Edmonton
	Calgary-Lethbridge via Macleod
	Calgary-Banff
	Calgary-Medicine Hat
	Calgary-Lethbridge via Vulcan
	Edmonton-Lloydminster via Ft Saskatchewan
	Edmonton-Lloydminster via Elk Island Park
	Edmonton to Jasper Park
	Lethbridge-Walsh
	Macleod-Cardston-Waterton Lake
Western Motor Coaches	Edmonton-Mayerthorpe
	Edmonton-Lac La Nonne

The following comparative statement reveals the extent of the increase in Bus traffic over the previous year.

ACTUAL MILES TRAVELLED

	Dirt Roads	Surfaced Roads	Total Miles
1947-48	566,095	5,131,476	5,697,571
1946-47	545,028	4,751,787	5,296,815
Increase	21,067	379,689	400,756

PASSENGER MILES TRAVELLED

	Dirt Roads	Surfaced Roads	Total Miles
1947-48	15,117,711	158,296,214	173,413,925
1946-47	15,392,092	143,299,187	158,691,279
Decrease	274,381		
Increase		14,997,027	14,722,646

	Passengers Carried	Gas Consumed
1947-48	2,742,281	1,130,418 Gallons
1946-47	2,546,745	866,479 Gallons
Increase	195,536	263,939 Gallons

The total number of licenses issued by the Board for Public Service and Commercial licenses increased from 43,168 for the fiscal year 1946-47 to 50,311 for the fiscal year 1947-48, an increase of 7.143.

Licenses were classified as follows:

Buses	347	Commercial Vehicles	3,559
Liveries	741	C & U Restricted Area	3,149
School Vans	793	Government Provincial, Federal and Municipal	2,280
Farm Trucks	25,984	Miscellaneous	5,065
Drive Yourself Cars	41		
Grain Hauling	384		
Public Service	7,968	Total	50,311

PROVINCIAL GAOL, FORT SASKATCHEWAN, ALBERTA

(J. D. McLEAN, *Warden*)

The daily population during the year was 255.87. The general health of the inmates of this Institution has been excellent.

Farming operations this year shown by the following summary:

Item	Acreage	Yield
Wheat	135	4,024 bus
Oats	259	7,196 bus
Barley	147	3,327 bus
Hay	161	115 tons
Greenfeed	72	120 tons
Vegetables	53	Various

CASH STATEMENT SUMMARY

Gaol operation (including Administration)	$127 014 60
Maintenance of Building and operation of Power Plant	44,990 39
Gross Cost	172,004 99
Less Revenue	17,284 79
Net Cost	$154 720 20
Average Daily Population	255 87
Per Capita Cost per prisoner per day (Gaol Operation)	1 360
Building and Power Plant Costs	482
Gross Cost Per Capita Cost	1 842
Less Revenue Per Capita	185
Net Per Capita Cost	1 657

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDING MARCH 31st, 1948

MALE

	Comm	Sent
Total of Male Prisoners admitted		1,246
Total of Male Prisoners discharged		1,272
Male Prisoners in Gaol as at March 31st, 1947	12	215
Male Prisoners admitted during the year ending March 31st, 1948	389	857
Total	401	1 072
Male Prisoners discharged during the year ending March 31st, 1948	393	857
Total Male Prisoners in Gaol as at March 31st, 1948	8	215
Daily average Male Prisoners year ending March 31st, 1948		197 40
Daily average Male Prisoners serving outside point with R C M Police year ending March 31st, 1948		9 69
Total daily average Male Prisoners year ending March 31st, 1948		207 09
Total daily average Female Prisoners year ending March 31st, 1948		48 78
Total		255 87

DISCHARGES

Time Expired	713	Released to Immigration	2
Parole	32	Out with R C M Police	391
Fine Paid	61	Transferred to P A	10
Transferred to Hospital	17	Conviction Quashed	6
Released on Bail	21	Released by Dr Orr	1
Escaped	2		
Transferred to Mental Hospital	16	Total Discharges	1 272

SENTENCES

Under 30 days	47	6 months to 9 months	95
30 days to 2 months	315	9 months to 1 year	27
2 months to 3 months	122	1 year to 2 years less 1 day	69
3 months to 4 months	113	Over 2 years	1
4 months to 5 months	33	Previously shown	33
5 months to 6 months	2	Total	857

REMISSIONS

Received full remission	708	Received no remission	559
Received part remission	5		
		Total	1,272

COUNTRY OF BIRTH

Canada	641	Roumania	2
U S A	34	Ukraine	7
England	17	Switzerland	1
Scotland	12	Czechoslovakia	2
Ireland	24	Yugoslavia	1
Wales	2	Lithuania	2
Austria	8	Hungary	2
Russia	9	Argentine	1
Poland	30	China	1
Germany	4	Previously shown	33
Sweden	11		
Norway	13	Total	857

AGES

Under 20 years	71	60 to 70 years	42
20 to 30 years	316	Over 70 years	5
30 to 40 years	166	Previously shown	33
40 to 50 years	146		
50 to 60 years	78	Total	857

CRIMES

Against Property	316
Against any other Act	120
Against Religion and Morals	318
Against the person	64
Against Public Law and Order	6
Total	824
Previously shown as sentenced and out for various reasons and now returned to complete sentence or additional sentence	33
Total	857

FEMALE REPORT

Total number of Female Prisoners admitted	589
Total number of Female Prisoners discharged	600

	Comm	Sent.
Female Prisoners in Gaol as at March 31st, 1947	3	59
Female Prisoners admitted year ending March 31st, 1948	100	489
Total	103	548
Female Prisoners discharged year ending March 31st, 1948	101	499
Total Female Prisoners in Gaol as at March 31st, 1948	2	49
Daily average Female Prisoners year ending March 31st, 1948		48 78

DISCHARGES

Time Expired	236	Transferred to Penitentiary	1
Paroled	3	Transferred to Ponoka	7
Fine Paid	52	Out with R C M Police	100
Released by Dr Orr	79		
Transferred to Hospital	122	Total	600

REMISSIONS

Received full remission	236	Total remission earned	2 006
Received no remission	364	Number participating	236
		Average per person	8 50
Total	600		

SENTENCES

Under 30 days	5	6 months to 9 months	9
30 days to 2 months	161	9 months to 1 year	1
2 months to 3 months	73	1 year to 2 years less 1 day	0
3 months to 4 months	60	Indefinite	49
4 months to 5 months	10	Previously shown	121
5 months to 6 months	0		
		Total	489

COUNTRY OF BIRTH

Canada	314	Norway	1
U S A	20	Switzerland	1
England	19	Czechoslovakia	3
Ireland	1	Doubtful	1
Scotland	6	Previously shown	121
Poland	1		
Sweden	1	Total	489

AGES

Under 20 years	47	50 to 60 years	33
20 to 30 years	168	60 to 70 years	10
30 to 40 years	73	Previously shown	121
40 to 50 years	37		
		Total	489

CRIMES

Against Property	33
Against the Person	6
Against Public Law and Order	3
Against Religion and Moral	243
Against any other Act	83
Previously shown sentenced, out for various reasons and now returned to complete sentence or additional sentence	121
Total	489

RELIGION

Roman Catholic	237	Pentecostal	1
Church of England	58	Seventh Day Adventist	1
Presbyterian	14	Salvation Army	3
United Church	26	Jehovah Witness	1
Baptist	4	Church of Christ	1
Methodist	6	None	3
Lutheran	11	Previously shown	121
Greek Orthodox	2		
		Total	489

PROVINCIAL GAOL, LETHBRIDGE, ALBERTA

(H. HOLT, *Warden*)

The daily average population for the year ending March 31, 1948, was 178.15, an increase of 5.83 over the previous year.

The general health of the inmates was excellent.

Farm operations are shown by the following summary:

Item	Acreage	Yield
Wheat	244	5,019 bushels
Oats	144	4,500 bushels
Barley	27	1,386 bushels
Potatoes	45	420 tons
Hay	99	185 tons
Vegetables	18	Various

CASH STATEMENT SUMMARY

Gaol operation (including administration)	$ 92,473 79
Maintenance of Buildings and operation of Power Plant	30,630 93
Gross Cost	$123,104 72
Less Revenue	31,665 33
Net Cost	$ 91,439 39
Daily average population	178 15
Per capita cost per prisoner per day	
Gaol operation	$1 422
Buildings and Power Plant	471
Gross per capita cost	$1 893
Less Revenue per capita	487
Net per capita cost	$1 406

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDING MARCH 31, 1948

Total number of prisoners admitted during 1947-48	1,017
Total number of prisoners discharged during 1947-48	1 019

	Sent	Comm	Rem
Number of prisoners in Gaol March 31, 1947	167	4	4
Number of prisoners admitted during 1947-48	960	20	37
Total	1 127	24	41
Number of prisoners discharged during 1947-48	955	23	41
Number of prisoners in Gaol March 31, 1948	172	1	0
Total	1,127	24	41

Daily average of prisoners during 1947-48	178 08
Daily average of prisoners serving sentences at outside points with R C M Police during 1947-48	07
Total daily average of prisoners during 1947-48	178 15

DISCHARGES

Completion of sentence	862	To St Michael's Hospital	1
Discharged to court	72	Military release	1
Deported	2		
Fine and costs paid	30	Total	1,019
Ticket of leave	15		
Immediate release	4		
To Ponoka Mental Hospital	5		
To Prince Albert Penitentiary	23		
Released on bail	4		

SENTENCES

Under 30 days	164	Remanded	37
30 days to 2 months	495	To Prince Albert Penitentiary	28
2 months to 3 months	84		
3 months to 4 months	22		1,012
4 months to 6 months	67	Previously shown	5
6 months to 9 months	10		
9 months to 1 year	64	Total	1 017
1 year to 18 months	15		
18 months to 2 years	5		
Death sentence	1		
Committed for trial	20		

Number of prisoners who have served previous sentences 530

REMISSIONS

Number of days of remission earned during 1947-48	8,915
Number of prisoners participating	884
Average per prisoner	10 08

COUNTRY OF BIRTH

Canada	780	Finland	3
England	30	Latvia	1
Ireland	28	Germany	2
Scotland	25	Italy	2
Wales	2	Japan	1
United States	58	France	1
Norway	20	Belgium	1
Denmark	7	China	1
Russia	17		
Sweden	11		1,012
Austria	5	Previously shown	5
Poland	9		
Hungary	4	Total	1 017
Czechoslovakia	2		
Rumania	2		

AGES

Under 20 years	94	Unknown	1
Twenty to twenty-nine	377		
Thirty to thirty-nine	196		1 012
Forty to forty-nine	166	Previously shown	5
Fifty to fifty-nine	92		
Sixty to sixty-nine	68	Total	1,017
Seventy and over	18		

CRIMES

Offences against Public Order, Internal and External	3
Offences against Administration of Law and Justice	7
Offences against Religion and Morals	204
Offences against the Person and Reputation	95
Offences against the Rights of Property	353
Wilful and Forbidden Acts	1
Offences under Dominion Acts	144
Offences under Provincial Acts	204
Offences under Municipal By-Laws	1
	1,012
Previously shown	5
Total	1,017

PREVIOUSLY SHOWN

Two sentenced and two remanded men from Court.	
One sentenced man from St Michael's Hospital	5